



CHAPTER liii.

An Act to empower the London and North Eastern Railway Company to construct new railways widenings and other works and to acquire lands to authorise the South Yorkshire Joint Line Committee to construct a new railway to extend the time for the completion of certain works and for the compulsory purchase of certain lands and for other purposes. [1st August 1924.]

A.D. 1924.

WHEREAS it is expedient that the London and North Eastern Railway Company (in this Act referred to as "the Company") should be empowered to construct the railways widenings and other works by this Act authorised and to acquire certain lands in this Act described and that the acquisition of other lands already acquired by the Company the Metropolitan and Great Central Joint Committee the Norfolk and Suffolk Joint Railways Committee and the Cheshire Lines Committee should be sanctioned and confirmed:

And whereas it is expedient that the South Yorkshire Joint Line Committee (in this Act referred to as "the South Yorkshire Committee") should be empowered to construct the railway hereinafter described and to exercise the other powers in this Act contained:

And whereas it is expedient that the periods now limited for the compulsory purchase of certain lands and for the completion of certain railways by the

A.D. 1924. Company and by the South Yorkshire Committee and the Cheshire Lines Committee should be extended as provided by this Act :

And whereas it is expedient to enable the Company to abandon and discontinue a portion of the Company's Newmarket Branch Railway authorised by the Newmarket and Chesterford Railway Act 1846 and that the Company and the mayor aldermen and burgesses of the borough of Cambridge should be empowered to enter into and carry into effect agreements with reference to the user and disposal of certain parts of the site of the said portion of railway :

And whereas great inconvenience to the public and expense to the Company arise from the periodical closing of private roads and footpaths of the Company in order to prevent the presumption of a dedication thereof to the public and it is expedient that the maintenance of a notice in a conspicuous position in any such road or footpath forming an access or approach to any station or goods yard or any dock or harbour premises of the Company should be sufficient to prevent such presumption :

And whereas it is expedient that the Company should be empowered to raise further capital and that the Company the London Midland and Scottish Railway Company and the South Yorkshire Committee respectively should be empowered to apply their funds to the purposes of this Act in which they are respectively interested and that the other powers in this Act mentioned should be conferred :

And whereas plans and sections showing the lines and levels of the works to be constructed under the powers of this Act and plans of the lands by this Act authorised to be acquired and also a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands were duly deposited with the clerks of the peace for the several counties and ridings within which the said works will be constructed and the said lands are situate which plans sections and book of reference are in this Act respectively referred to as "the deposited plans sections and book of reference" :

And whereas the purposes of this Act cannot be effected without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows (that is to say):—

A.D. 1924.
—

1. This Act may be cited for all purposes as the *Short title.*
London and North Eastern Railway Act 1924.

2. In this Act unless there be something in the subject or context repugnant to such construction the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have in relation to the relative subject matter the same respective meanings And:—

Interpreta-
tion.

“The Company” means the London and North Eastern Railway Company ;

“The Scheme of 1922” means the North Eastern Eastern and East Scottish Group Amalgamation Scheme 1922 ;

“The railways” means the new railways and widenings and alterations of railways by this Act authorised ;

“The South Yorkshire Committee” means the South Yorkshire Joint Line Committee ;

“The Metropolitan Committee” means the Metropolitan and Great Central Joint Committee ;

“The Norfolk Committee” means the Norfolk and Suffolk Joint Railways Committee ;

“The Cheshire Committee” means the Cheshire Lines Committee ;

“Parish” means any parish or township or other place for which a separate poor rate is or can be made or for which a separate overseer is or can be appointed ;

“Telegraphic line” has the same meaning as in the Telegraph Act 1878 ;

All distances and lengths stated in any description of works or lands shall be read and have effect as if the words “or thereabouts” were inserted after each such distance and length.

A.D. 1924.

—
Incorporation of
general
Acts.

3. The following Acts and parts of Acts so far as the same are applicable for the purposes and are not inconsistent with the provisions of this Act are incorporated with and form part of this Act (that is to say) :—

The Lands Clauses Acts—

Provided that any question of disputed compensation under this Act or any Act incorporated herewith (other than a question required to be determined by two justices) shall be determined by a single arbitrator to be agreed upon between the Company or the South Yorkshire Committee as the case may be and the person claiming the compensation or in default of such agreement appointed by the Board of Trade on the application of either party;

The Railways Clauses Consolidation Act 1845;

Part I. (relating to construction of a railway) and Part II. (relating to extension of time) of the Railways Clauses Act 1863;

The Companies Clauses Consolidation Act 1845 and section 15 of the Companies Clauses Consolidation (Scotland) Act 1845 and Parts I. II. and III. of the Companies Clauses Act 1863 as incorporated with and varied by the Scheme of 1922.

Protection
of gas and
water mains
of local
authorities.

4. The provisions of sections 18 to 23 of the Railways Clauses Consolidation Act 1845 shall for the purposes of this Act extend and apply to the gas and water mains pipes and apparatus of any local authority or gas or water board and shall be construed as if "local authority" "gas board" and "water board" were mentioned in those sections in addition to "company" or "society" Provided that any penalties recovered under section 23 shall be appropriated to that fund of the local authority or gas or water board to which their revenues in respect of gas or water (as the case may be) are appropriated.

Power to
Company
to make
railways.

5. Subject to the provisions of this Act the Company may in the lines shown on the deposited plans and according to the levels shown on the deposited sections make and maintain the railways hereinafter described

with all necessary works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference relating thereto as may be required for those purposes and for any other purposes connected with their undertaking (that is to say):—

A.D. 1924.
—

In the county of London—

A railway No. 1 (5 furlongs 5 chains in length) in the metropolitan borough of Islington commencing by a junction with the Great Northern and City Railway of the Metropolitan Railway Company at Drayton Park Station and terminating by a junction with the down slow and Canonbury lines of the Company at Finsbury Park Station:

A railway No. 2 (5 furlongs 3.50 chains in length) in the metropolitan borough of Islington commencing by a junction with the said Great Northern and City Railway at Drayton Park Station and terminating by a junction with the up slow and Canonbury lines of the Company at Finsbury Park Station.

In the county of Middlesex—

A railway No. 3 (1 furlong 3.5 chains in length) in the urban district of Wood Green commencing by a junction with the Alexandra Park Branch of the Company and terminating by a junction with the Enfield Branch of the Company.

In the county of Lincoln (Parts of Kesteven and Lindsey)—

A railway No. 4 (6 furlongs 2 chains in length) in the parish of Canwick and in the city of Lincoln and in the parish of Greetwell commencing by a junction with the Company's Lincoln and Sleaford Railway and terminating by a junction with the Company's Market Rasen Branch.

In the county of Nottingham—

A railway No. 7 (3 miles 1 furlong in length) commencing in the parish of Rufford by a junction with the Company's Rufford Colliery Branch and terminating in the parish of Bilsthorpe near the western end of North Field Lane.

A.D. 1924.

In the west riding of the county of York—

An alteration of the Company's Manchester and Sheffield Railway in the parish of Thurgoland being the conversion of the Thurgoland Tunnel into an open cutting.

In the county of Chester—

An alteration of the Company's Manchester and Sheffield Railway in the parish of Hattersley being the conversion of the Hattersley Tunnels into an open cutting.

In the counties of London and Essex—

A widening and alteration (No. 1) (1 furlong 6.40 chains in length) of the Company's railway between Liverpool Street and Stratford on the south side thereof in the Metropolitan borough of Bethnal Green commencing at a point 110 yards west of Brady Street and terminating at a point opposite the northern end of Carlton Place:

A widening and alteration (No. 2) (2 furlongs 7.80 chains in length) of the said railway on the south side thereof in the metropolitan borough of Stepney commencing at a point at the east side of Globe Road and terminating at the north-east end of Longnor Road:

A widening and alteration (No. 3) (4 furlongs 2.40 chains in length) of the Company's railway between Fenchurch Street and Stratford on the south side thereof commencing in the metropolitan borough of Poplar at a point 270 yards west of the junction of the said railway with the Company's railway between Liverpool Street and Stratford and terminating in the county borough of West Ham east of Marshgate Lane:

A widening and alteration (No. 4) (1 mile 2 furlongs 7.10 chains in length) of the Company's railway between Liverpool Street and Stratford commencing in the metropolitan borough of Poplar at a point on the north side of the said railway at or near Fairfield Road passing over the Company's said railway and along the south

side thereof to and terminating in the said county borough of West Ham at a point at the east side of Angel Lane. A.D. 1924.
—

In the county of Lincoln (Parts of Kesteven)—

A widening (No. 5) (6 furlongs 6.50 chains in length) of the Company's railway between Pyewipe Junction and Boultham Junction commencing in the parish of Skellingthorpe at a point 120 yards north-west of the Pyewipe Junction signal box and terminating in the city of Lincoln at a point 45 yards north-west of Boultham Junction.

In the east riding of the county of York—

A widening (No. 6) (2 miles 2 furlongs 6.20 chains in length) of the Company's Hull and Selby Railway in the parishes of Eastrington Bellasize Gilberdike and Blacktoft commencing at a point 190 yards west of South Eastrington Station and terminating at Staddlethorpe Junction.

6. The railways described in the last preceding section of this Act shall for the purposes of tolls rates and charges and for all other purposes whatsoever form part of the undertaking of the Company. Rates on railways.

7. The following provisions for the protection of the council of the metropolitan borough of Islington (in this section referred to as "the council") shall unless otherwise agreed in writing between the council and the Company have effect in the exercise of the powers of this Act for the construction of Railways Nos. 1 and 2 (that is to say):— For protection of Islington Borough Council.

- (1) The Company shall not interfere with any sewer drain or apparatus of the council until they shall have given to the council fourteen clear days' notice in writing of their intention so to do accompanied by plans sections and other necessary particulars of any works proposed to be executed by the Company so far as such works interfere with any such sewer drain or apparatus:
- (2) The Company shall make good all damage which may be caused to or may be the consequence of any interference with any sewer drain or apparatus of the Council:

A.D. 1924.

- (3) If it shall be found necessary in constructing any portion of the works in connection with the said Railways Nos. 1 and 2 to strengthen any sewer or drain so as to prevent any injury or damage thereto the Company shall at their own cost execute any such works for strengthening such sewer or drain as the council may reasonably require Any such works shall be carried out under the superintendence (if given) and to the reasonable satisfaction of the council and the Company shall pay to the council any reasonable costs incurred by them in connection with such superintendence :
- (4) If any difference shall arise under this section between the council and the Company the same shall be referred to and determined by an arbitrator to be appointed on the application of either party by the President of the Institution of Civil Engineers and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference.

For protec-
tion of
Metro-
politan
Railway
Company.

8. Notwithstanding anything in this Act contained or shown on the deposited plans the Company shall not construct Railways Nos. 1 and 2 by this Act authorised or enter upon take or use any lands or property belonging to or vested in the Metropolitan Railway Company without the consent of the Metropolitan Railway Company under their common seal first had and obtained for that purpose which consent the Metropolitan Railway Company are hereby authorised to give upon such terms and subject to such conditions as they may think fit.

For protec-
tion of
Notting-
hamshire
County
Council.

9. For the protection of the county council of the administrative county of Nottingham (in this section referred to as "the council.") the following provisions shall unless otherwise agreed between the Company and the council have effect (that is to say) :—

- (1) In constructing the Railway No. 7 by this Act authorised the Company shall construct the bridge carrying the said railway over the Nottingham and Bawtry main road numbered on the deposited plans 9 in the parish of Rufford as a girder bridge with a clear headway throughout above the existing surface of the said road

of not less than sixteen feet and a clear span of fifty feet : A.D. 1924.

- (2) The said bridge shall be of a reasonably ornamental character and design and shall so far as reasonably practicable be made and maintained so as to prevent the dripping of water therefrom on any part of the said road and the discharge of steam or smoke into the said road :
- (3) The Company shall give to the council twenty-eight days previous notice in writing of their intention to commence the construction of the said bridge by leaving such notice at the office of the council with plans sections and specifications of the works and if the council fail to signify their approval or their disapproval within twenty-eight days after the service of such notice and delivery of the said plans sections and specifications as aforesaid the council shall be deemed to have approved the same. If the council shall signify their disapproval of the said plans sections or specifications within the said period of twenty-eight days and the Company and the council fail to agree with regard thereto the difference shall be referred to arbitration as hereinafter provided and the Company shall not commence to execute the construction of the said bridge until such plans sections and specifications have been approved by the council or such difference has been determined in accordance with this section :
- (4) The said bridge shall be constructed in accordance with the plans sections and specifications so approved by the council or in case of difference by the arbitrator hereinafter referred to and under the supervision (if given) and to the reasonable satisfaction of the council and the Company shall not in constructing the said bridge unreasonably interrupt the traffic passing along the said road :
- (5) If any difference shall arise between the Company and the council under this section the same shall be determined by an arbitrator to be appointed on the application of either party after notice to the other by the President of the Institution

A.D. 1924.

of Civil Engineers and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

For protec-
tion of
Southwell
Rural
District
Council:

10. Notwithstanding anything in this Act contained or shown on the deposited plans and sections the following provisions for the protection of the Southwell Rural District Council (in this section referred to as "the council") shall unless otherwise agreed in writing between the Company and the council have effect (that is to say):—

- (1) The Company shall so construct Railway No. 7 by this Act authorised that the upper surface of the rails where the same cross the road known as Bilsthorpe Road numbered on the deposited plans 6 in the parish of Bilsthorpe in the rural district of Southwell shall be at least three feet lower than the levels thereof shown on the deposited sections for that railway and shall carry Bilsthorpe Road aforesaid over Railway No. 7 at a level at least three feet lower than the level shown on those sections by means of a bridge with approaches thereto the gradients of which shall be not greater than one in thirty-one on the northerly side and one in twenty-nine on the southerly side of the railway. The roadway over the bridge and the approaches thereto shall have a clear width throughout between and measured at right angles to the parapets or fences of not less than thirty-three feet six inches :
- (2) The bridge which shall have close parapets on each side of not less than four feet six inches in height above the crown of the roadway and the approaches to the bridge shall be constructed and the roadway thereon shall be made up and maintained by the Company to the reasonable satisfaction of the Council in accordance with plans sections and specifications to be previously submitted to and reasonably approved by the surveyor to the council :
- (3) If the council shall at any time require to construct or lay under or across any portion of Railway No. 7 any sewer drain or pipe in connection with the sewage drainage or water

supply of their district the Company shall afford to the council all reasonable facilities for the construction or laying of such sewer drain or pipe and shall not charge any wayleave in respect thereof and the council shall carry out such works so far as the same may be under or across the railway under the supervision and to the reasonable satisfaction of the engineer of the Company but the existence of any such sewer drain or pipe shall not be deemed or claimed to prevent the full use and development of the property of the Company :

(4) (a) In this subsection the expression " the signed plan " means the plan signed in duplicate by Major Samuel Strang Steel the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred of which one copy has been deposited in the Parliament Office of the House of Lords and one copy in the Private Bill Office of the House of Commons ;

(b) Notwithstanding anything contained in the section of this Act of which the marginal note is " Power to Company to make further works " the Company shall not stop up or discontinue the portion of road situate between the eastern side of their railway and Station Lane in the parish of Sutton unless and until they shall have set back the gates on the southern side of Crow Park level crossing over the Great North Road and the fence and hedge on the southern side of the signal box to the extent indicated on the signed plan and shall have dedicated to the public the land coloured red on that plan ;

(c) So soon as the Company shall have set back the gates fence and hedge as aforesaid the council shall make up the level of Station Lane at or near Crow Park crossing to the adjoining level of the Great North Road and (if the council acquire the necessary land on reasonable terms) round off the corner in that lane near that crossing and the Company shall repay to the council the cost of so doing not exceeding the sum of one hundred pounds ;

A.D. 1924.

(d) If and when the Company shall reconstruct the signal box at Crow Park crossing the same shall be so constructed as not to project west of the line shown in blue colour on the signed plan:

- (5) If any difference shall arise between the council and the Company under this section the same shall be referred to and determined by an engineer to be appointed by the President of the Institution of Civil Engineers on the application of either party after notice in writing to the other and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference.

For protec-
tion of
Cheshire
County
Council.

11. The following provisions for the protection of the county council of the county palatine of Chester (in this section referred to as "the county council") shall notwithstanding anything contained in this Act or shown upon the deposited plans and sections apply and have effect unless otherwise agreed in writing between the county council and the Company (that is to say):—

- (1) The bridge or viaduct to be constructed by the Company for carrying the diversion by this Act authorised of the main road from Stockport to Glossop numbered on the deposited plans 8 in the parish of Hattersley over the Manchester and Sheffield Railway of the Company shall be constructed throughout its whole length of a width between the parapets or fences thereof of at least forty feet measured on the square including one footpath five feet in width and such parapets or fences shall not be less than four feet six inches in height above the level of the road and the approaches to such road and the roadway of such bridge and the approaches thereof shall be drained and channelled to the reasonable satisfaction of the county council:
- (2) The Company shall construct the diversion of the said main road leading to the said bridge or viaduct at each end thereof of a width of forty feet at the levels shown on the deposited plans and sections and shall not deviate from such

levels without the previous consent in writing of the county council: A.D. 1924.

- (3) Before commencing the construction of the said bridge or viaduct or the diversion of the said main road (all of which are in this section referred to as "the works") the Company shall deliver to the county council plans sections and specifications thereof and shall construct and execute the works in accordance with plans sections and specifications reasonably approved by the county council and at their sole expense and under the reasonable supervision and to the reasonable satisfaction of the county council and thereafter at the like expense maintain the works other than the surface of the road and all necessary works connected therewith in perpetuity in good and substantial condition and repair. Provided always that if the county council shall fail to approve or to disapprove of any such plans sections and specifications within one month after the same have been delivered to them then they shall be deemed to have approved the same and the works may be carried out by the Company in accordance with such plans sections and specifications:
- (4) The Company shall not in the construction and maintenance of the works stop up the said main road from Stockport to Glossop or the footpaths connected therewith or cause any interruption of the passage or conduct of the traffic over or along such road or footpaths until the diversion of that road and footpaths in connection therewith are completed to the reasonable satisfaction of the county council and opened for traffic but the Company may for the purpose of forming junctions with that road and those footpaths close to traffic not exceeding one half of the width of that road and those footpaths at the points of junction and shall do as little damage as may be to such road and footpaths respectively and shall at their own expense and to the reasonable satisfaction of the county council make good all damage injury or disturbance whatsoever which shall happen or

A.D. 1924.

arise to such road and footpaths by reason or in consequence of the formation of such junctions:

- (5) If the Company shall neglect or refuse to make good any such damage and injury as aforesaid for a space of twenty-one days after receiving notice in writing from the county council requiring them so to do then the county council may execute and do all works and things necessary for making good the same and the Company shall pay to the county council all the reasonable costs charges and expenses so incurred by the county council:
- (6) The Company shall during the construction and until the completion and bringing into use of the diversions of the said main road and footpaths make and carry into effect such arrangements for lighting and watching the same and any portion of any road or footpath interfered with or affected thereby as may be reasonably necessary to prevent danger or accident to persons and vehicles using the said road or footpaths:
- (7) All costs charges and expenses payable by the Company to the county council under the provisions of this section shall be recoverable as a debt due from the Company to the county council:
- (8) The Company shall indemnify the county council from all claims demands damages or compensation which may be recovered from the county council by reason or in consequence of the construction of the works:
- (9) Any difference which arises under this section shall be referred to and determined by arbitration subject to the provisions of the Arbitration Act 1889 and the arbitrator shall be appointed by the President of the Institution of Civil Engineers on the application of either party.

For protec-
tion of
Somersford
Street
School.

12. The following provisions shall unless otherwise agreed have effect for the protection of the London County Council (in this section referred to as "the council") in respect of their school in Somersford Street

in the metropolitan borough of Bethnal Green (that is to say) :— A.D. 1924.

- (1) In this section "the signed plan" means the plan which has been signed in duplicate by Major Samuel Strang Steel the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred whereof one copy has been deposited in the Private Bill Office of the House of Commons and one copy in the Parliament Office of the House of Lords:
- (2) Before the Company enter upon take or use any part of the property of the council known as Somerford Street School being the property numbered on the deposited plans 8 and 9 in the metropolitan borough of Bethnal Green they shall at their own expense provide and convey to the council the fee simple in possession free from incumbrances of a reasonably sufficient substituted site elsewhere than on the council's property for the building used at the passing of this Act as a day nursery or clinic and they shall not in carrying out the Widening and Alteration (No. 1) by this Act authorised pull down any part of the said building until they shall have provided at their own expense to the reasonable satisfaction of the Council a corresponding building upon such substituted site as aforesaid and so soon as such corresponding building shall have been provided the Company shall take down the existing building and throw the site thereof into the playground:
- (3) The Company shall not under the powers of this Act acquire any property of the council to the southward of the blue line shown on the signed plan Provided that the Company may enter upon the lands shown between the blue and yellow lines on the signed plan at all reasonable times for the purpose of constructing inspecting and maintaining the railways and works of the Company:
- (4) If and when the Company widen their railways to the northward of the blue line shown on the signed plan they shall at their own expense construct a parapet wall or other effective

A.D. 1924.

screen along the widened railways for the whole length of the lands adjoining Somerford Street School to a height not less than seven feet above the level of the railway:

- (5) If the Company in the exercise of the powers of this Act in any way interfere with any part of the buildings of or connected with Somerford Street School (other than the said day nursery or clinic) they shall make good such interference to the reasonable satisfaction of the council:
- (6) The provisions of this section shall be in full satisfaction of all claims for compensation which the council may have against the Company in respect of or arising out of the acquisition of lands for or the construction of Widening and Alteration (No. 1) by this Act authorised:
- (7) Any difference which shall arise between the council and the Company under the provisions of this section shall be determined by an arbitrator to be appointed on the application of either party with notice to the other by the President of the Surveyors Institution and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

For protec-
tion of
London
County
Council.

13. The following provisions shall unless otherwise agreed have effect for the protection of the London County Council (in this section referred to as "the council") (that is to say):—

- (1) The provisions of the London Building Acts 1894 to 1923 and any Act amending the same and any byelaws and regulations in force thereunder shall apply to the execution of any of the works authorised by this Act on any lands in the administrative county of London (in this section referred to as "the county") acquired or the purchase of which is confirmed under the powers of this Act but the Company shall be entitled to the benefit of any special exemptions in favour of railway companies in the said London Building Acts contained:
- (2) Except to the extent shown on the deposited plans the Company shall not under the powers of this Act encroach on any part of the surface

of any street or footway in the county without the consent of the council or without the like consent erect or maintain any building or structure beyond the general line of building in any street part of a street place or row of houses or erect any building or structure in such manner that any external wall thereof or the external fence or boundary of any forecourt or space in front thereof shall except where shown on the deposited plans be within the distances hereinafter prescribed from the centre of the roadway of any street or way (being a highway) upon which the same will abut that is to say where such street or way is used for the purposes of carriage traffic twenty feet and where such street or way is used for the purposes of foot traffic only ten feet:

- (3) The Company shall not where any house or building in the county has been wholly or in part demolished by them leave any adjoining structure or any portion of a partly demolished structure in an unsightly condition for a longer period than is reasonably necessary:
- (4) The Company shall not affix or exhibit or permit to be affixed or exhibited upon any part of the lands in the county acquired under or the purchase of which is confirmed by this Act or upon any building or hoarding and whether during or after the construction of the works by this Act authorised within view of any public street or open space in the county any placards or advertisements except such as have been approved in writing by the council and if any such placard or advertisement is affixed or exhibited without such approval the council and their authorised officers may remove the same but this provision shall not prevent the Company from exhibiting advertisements or placards giving information to the public as to the business of the Company:
- (5) (a) The Company shall not commence any works under the powers of this Act which shall or may pass over under or by the side of or so as to interfere with any sewers of the council until

A.D. 1924.

they have given to the council twenty-eight days' previous notice in writing of their intention to commence the same by leaving such notice at the principal office of the council with plans and sections thereof as in this subsection defined and until the council have signified their approval of the same unless the council do not signify their approval disapproval or other directions within twenty-eight days after service of the said plans and sections as aforesaid and the Company shall comply with and conform to all reasonable orders directions and regulations of the council in the execution of the said works and shall provide by new altered or substituted works in such manner as the council reasonably require for the proper protection of and for preventing injury or impediment to the said sewers by reason of the intended works or any part thereof and shall save harmless the council against all expenses to be occasioned thereby and all such works shall be done by or under the direction superintendence and control of the council at the costs charges and expenses in all respects of the Company and all reasonable costs charges and expenses which the council may be put to by reason of such works of the Company whether in the execution of works the preparation or examination of plans or designs superintendence or otherwise shall be paid to the council by the Company on demand and when any new altered or substituted works as aforesaid or any works of defence connected therewith shall be completed by or at the costs charges or expenses of the Company under the provisions of this Act the same shall thereafter be as fully and completely under the direction jurisdiction and control of the council as any sewers or works of the council now or hereafter may be;

(b) The plans and sections to be submitted to the council under the provisions of this subsection shall be detailed plans drawings and sections describing the exact position and manner in which and the levels at which the works are proposed to be constructed and shall

accurately describe the position of all sewers of the council within the limits of deviation shown on the deposited plans (for which purpose the council shall allow the Company access to plans in their possession and to any of their sewers in order to enable the Company to obtain trustworthy information) and shall comprise detailed drawings of any alteration which the Company may propose to make in the said sewers;

A.D. 1924.

(c) The council may require such modification to be made in the said plans drawings and sections as may be reasonably necessary to secure the sewers and drainage system of London under the jurisdiction and control of the council against interference or risk of damage and to provide and secure a proper and convenient means of access to the said sewers;

(d) The Company shall be liable to make good all injury or damage caused by or resulting from any of their works or operations under the powers of this Act (except such works or operations as shall have been required by the council) to any sewers drains or works vested in the council and the council shall from time to time have power to recover the amount thereof from the Company in any court of competent jurisdiction:

- (6) If and when the Company construct Widening and Alteration (No. 2) in the metropolitan borough of Stepney they shall at their own expense add to Devonshire Street Bradwell Street and Longnor Road lands to the extent shown by red colour on the plan No. 1 which has been signed in duplicate by Major Samuel Strang Steel the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred (one copy of which plan has been deposited in the Private Bill Office of the House of Commons and one copy in the Parliament Office of the House of Lords) and such lands shall be thereupon deemed to form part of the highway of the street to which the

A.D. 1924.

same have been added and shall be paved or made up by the Company :

(7) The Widening and Alteration (No. 4) shall be constructed over the northern outfall sewers of the council as from time to time existing by means of a viaduct and the piers for carrying the same shall be situate in the positions shown by brown colour on the Plan No. 2 which has been signed in duplicate by Major Samuel Strang Steel the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred one copy of which plan has been deposited in the Parliament Office of the House of Lords and the other in the Private Bill Office of the House of Commons :

(8) The Company shall in constructing the widenings and alterations of their railways and works connected therewith in the county by this Act authorised over the streets next hereinafter mentioned construct and afterwards maintain the bridges and works to carry such widenings and alterations as girder bridges which shall have a clear headway throughout above the existing surface of the street and a clear span throughout measured on the square of not less than the headways and spans hereinafter mentioned (that is to say) :—

Metropolitan Borough.	Situation of Bridge.	Headway.	Span at right angles to street.
		ft. ins.	ft. ins.
Bethnal Green	- Brady Street (Widening and Alteration No. 1).	15 8	40 0
Do.	- Tapp Street (Do.)	15 3	40 0
Poplar	- Fairfield Road (Widening and Alteration No. 3).	16 6	40 0
Do.	- Old Ford Road (Do.)	16 6	40 0
Do.	- Do. (Widening and Alteration No. 4).	16 6	40 0

(9) The said bridges shall be of a reasonably ornamental character and design and shall so far as practicable be made and maintained so as

to prevent the dripping of water therefrom on any part of any street In constructing such bridges the Company shall face the abutments thereof for a height of five feet above the pavement level with brindle Staffordshire bricks and above that height with white glazed bricks and shall at all times keep the surface of such bricks in good repair to the satisfaction of the local authority :

A.D. 1924.

(10) The Company shall not commence the construction of any such bridge until they have given to the council twenty-eight days' previous notice in writing of their intention to commence the same by leaving such notice at the offices of the council with plans elevations sections and all other necessary particulars thereof and until the council have signified their approval of the same unless the council fail to signify such approval or their disapproval or other directions within twenty-eight days after service of the said notice and delivery of the said plans elevations sections and other particulars as aforesaid and the Company shall comply with and conform to all reasonable directions and regulations of the council in the construction of every such bridge and shall save harmless the council against all and every expense to be occasioned thereby and all such bridges shall be constructed to the reasonable satisfaction of the council at the costs charges and expenses in all respects of the Company and all costs charges and expenses to which the council may be put by reason of the construction of the bridges the preparation or examination of plans and designs superintendence or otherwise shall be paid to the council by the Company :

(11) If any difference shall arise between the council and the Company under the provisions of this section other than subsections (1) (2) (5) and (7) the same shall be referred to and determined by an engineer to be appointed by the President of the Institution of Civil Engineers on the application of either party after notice in writing to the other and subject as aforesaid

A.D. 1924.

the provisions of the Arbitration Act 1889 shall apply to any such reference.

For protec-
tion of
Bethnal
Green
Borough
Council.

14. Notwithstanding anything contained in this Act the following provisions for the protection and benefit of the mayor aldermen and councillors of the metropolitan borough of Bethnal Green (in this section referred to as "the council") shall except so far as may be otherwise agreed in writing between the Company and the council under their common seals apply and have effect (that is to say):—

- (1) When executing any part of the Widening and Alteration No. 1 authorised by this Act the Company shall reconstruct as a girder bridge so much of the bridge carrying their railway over Brady Street in the said borough as does not already consist of a girder bridge :
- (2) The reconstructed part of the said bridge shall be similar to and of not less span and headway than the existing girder portion of the bridge and shall be carried out in accordance with plans sections and other necessary particulars submitted to and reasonably approved by the council and to their reasonable satisfaction Provided that if within one month after such plans sections and particulars have been submitted to the council the council do not signify to the Company their disapproval thereof they shall be deemed to have approved thereof :
- (3) The abutments of the bridge carrying the Company's railway over Brady Street shall be made and maintained so as to prevent water passing or dripping therefrom on any part of the highway and shall be faced with brindle bricks for a height of five feet above the level of the adjoining pavement and over that height with white glazed bricks and the Company shall at all times keep the surface of such bricks in good repair to the reasonable satisfaction of the council and the said abutments shall not be used for the display of advertisements other than such as relate to the business of the Company :

- (4) The Company shall lower the surface of the carriageway and footways of so much of Tapp Street as is situate under the Company's railway and any widening thereof authorised by this Act to such an extent (not exceeding two feet) as may be necessary to provide a headway of fourteen feet under the existing bridge and the council shall lower to such extent as may be necessary the carriageways and footways of Tapp Street approaching the bridge carrying the Company's railway over that street and of Threecolts Lane Wilmot Street and Cudworth Street and any expense reasonably incurred by the council under this subsection including the expense of altering any sewers pipes or works situate in or under the surface of the said streets and of altering the steps of the adjoining houses as certified by the council's engineer shall be repaid to the council by the Company. The works to be executed by the Company under this subsection including the alteration of any sewers pipes or other works belonging to the council situate in or under the surface of the said street shall be carried out to the reasonable satisfaction of the council's engineer :
- (5) The Company shall construct a wall separating their property from so much of Cudworth Street as lies between Tapp Street and Collingwood Street and shall not make or permit to be made any openings in such wall other than such as may be necessary for lighting or ventilating the arches under the railway :
- (6) The entrance gates and doors of the Company's arches abutting upon Cudworth Street (except so much of that street as is referred to in the last preceding sub-section) shall not open outwards and such arches shall not be used for any noxious or offensive trade or for the purpose of a stable except by existing tenants so far as such arches are now used for that purpose :
- (7) Not later than six months after the passing of this Act the Company shall dedicate to the public the lands situate on the south side of

A.D. 1924.

A.D. 1924.

Threecolts Lane coloured red on the plan signed by Alfred James Brickwell on behalf of the Company and by David James Keep on behalf of the council and the council shall make up and pave the lands so dedicated as part of the highway and on completion thereof the Company shall pay to the council one-half of the amount reasonably expended by them in so doing :

- (8) Upon the fulfilment by the Company of the obligations by this section imposed upon them with respect to the reconstruction of the bridge carrying the Company's existing railway over Brady Street and the roadway of Tapp Street and the widening of Threecolts Lane the Company shall close the roadway of Collingwood Street between the junction of that street with Threecolts Lane and the northern side of Cudworth Street and may appropriate and use for the purposes of the undertaking of the Company the site and soil of that portion of the said street :
- (9) In the construction of the works authorised by this Act in the borough of Bethnal Green the Company shall not deviate downwards from the levels shown on the deposited sections nor shall they lower the level of their existing railway :
- (10) The provisions of section 133 (Land tax and poor's rate to be made good) of the Lands Clauses Consolidation Act 1845 shall apply to any lands within the said borough used by the Company for the purposes of or in connection with the works authorised by this Act although such lands may have been acquired by the Company before the passing of this Act and for the purposes of that section in its application to the works authorised by this Act within the said borough the poor's rate shall be deemed to be the general rate :
- (11) The Company shall not alter disturb or in any way interfere with any sewer drain main pipe wire lamp column or other property or works of the council or under their control or repairable by them but any alteration diversion or recon-

struction of any such sewer drain main pipe wire lamp column or other property or works which may be necessary shall be made by the council and any costs and expenses reasonably incurred by the council in so doing shall be recoverable by them from the Company : .A.D. 1924.

- (12) Where any part of any road or footway belonging to or repairable by the council shall have been broken up or disturbed by the Company the Company shall make good the subsoil foundations and surface of such road or footway to the reasonable satisfaction of the council Provided that the reinstatement of any road or footway broken up or disturbed by the Company shall in the first instance be of a temporary nature only and the permanent reinstatement of any such road or footway shall be carried out by the council and the Company shall repay to the council the reasonable cost of such permanent reinstatement :
- (13) It shall not be lawful for the Company in the exercise of the powers of this Act to affix exhibit or permit to be affixed or exhibited upon any hoarding erected by the Company for the purposes of the works authorised by this Act any advertisement or placard which is visible from the street other than advertisements or placards relating to the business of the Company unless the same shall have been approved in writing by the Council which approval shall not be unreasonably withheld and if any such advertisement or placard be affixed or exhibited without such approval the council and their authorised officers may remove the same :
- (14) The Company shall make good any subsidence of or damage to any road or footway sewer drain or other work vested in under the control of or repairable by the council which may be caused by or in consequence of any act or default of the Company their contractors servants or agents in connection with the works authorised by this Act and whether such subsidence or damage shall happen during the construction of the works or

A.D. 1924.

at any time thereafter and the Company shall repay to the council any additional expense that may be incurred by them in constructing laying down or repairing any sewer or drain in consequence of the exercise by the Company of the powers of this Act :

- (15) Any difference which may arise under the provisions of this section between the council and the Company shall be referred to and determined by an engineer to be appointed on the application of either party by the President of the Institution of Civil Engineers and the provisions of the Arbitration Act 1889 shall apply to any such reference.

For protec-
tion of
Stepney
Borough
Council.

15. For the protection of the mayor aldermen and councillors of the metropolitan borough of Stepney (in this section referred to as "the council") the following provisions shall unless otherwise agreed between the Company and the council apply and have effect (that is to say) :—

- (1) If and when the Company construct Widening and Alteration (No. 2) in the metropolitan borough of Stepney they shall at their own expense add to Devonshire Street Bradwell Street and Longnor Road lands to the extent shown by red colour on the plan No. 1 which has been signed in duplicate by Major Samuel Strang Steel the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred (one copy of which plan has been deposited in the Private Bill Office of the House of Commons and one copy in the Parliament Office of the House of Lords) and such lands shall be thereupon deemed to form part of the highway of the street to which the same have been added and shall be paved or made up by the Company to the reasonable satisfaction of the council and if the council acquire and dedicate to the public the land coloured blue on the said plan the Company shall pay to the council the sum of two hundred pounds :
- (2) In carrying out the said works the Company shall alter and where reasonably required by the

council reconstruct any gullies manholes lamp-standards and entrances to sewers in the said borough interfered with by the Company and make all necessary connections thereof with existing works and shall during the construction of the said works make due provision for affording free access by the council to any of the said works of the council :

A.D. 1924.

- (3) In the event of the Company acquiring or interfering with the public convenience adjoining their railway at the junction of Devonshire Street and Morpeth Street the Company shall at their own expense reinstate and re-connect the same in such position and in such manner as shall be reasonably approved in writing by the engineer and surveyor of the council :
- (4) Subsections (2) and (3) of section 25 (For protection of Stepney Borough Council) of the Great Eastern Railway Act 1915 shall extend and apply to and in respect of the works by this Act authorised to be constructed in the said metropolitan borough as if the same were expressly re-enacted in this Act :
- (5) So far as it relates to any lands acquired by the Company in the said metropolitan borough for the purposes of this Act section 133 of the Lands Clauses Consolidation Act 1845 shall be read and have effect as if the words "general rate" as defined by the London Government Act "1899" were substituted therein for the words "poor's rate" :
- (6) If any difference shall arise between the Company and the council under this section the same shall be determined by an engineer to be appointed on the application of either party after notice to the other by the President of the Institution of Civil Engineers and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

16. For the protection of the mayor aldermen and councillors of the metropolitan borough of Poplar (in this section respectively referred to as "the council" and "the borough") the following provisions shall

For protec-
tion of
Poplar
Borough
Council.

A.D. 1924. unless otherwise agreed between the Company and the council apply and have effect (that is to say):—

- (1) If and when the Company carry out the Widening and Alteration of Railways (No. 3) or (No. 4) by this Act authorised the Company shall construct the bridges and works for carrying the said widening and alteration (No. 3) over Fairfield Road and the said widenings and alterations (No. 3) and (No. 4) over Old Ford Road as girder bridges with a clear headway throughout above the existing surface of the said roads not less than the respective headways of the existing girder bridges over the said roads and with a clear span throughout of not less than forty feet :
- (2) The Company shall not commence the construction of any of the said bridges or works until they have given to the council two months' previous notice in writing of their intention to commence the same by leaving such notice at the offices of the council :
- (3) If the council shall require the Company to reconstruct the brick arch bridges carrying the existing railways of the Company between Fenchurch Street and Stratford over Fairfield Road and the existing railways of the Company between Liverpool Street and Stratford over Old Ford Road or either of such brick arch bridges in the manner hereinafter mentioned and shall give to the Company notice in writing to that effect within one month after receiving notice in writing from the Company of their intention to proceed with the construction of the said widenings and alterations (No. 3) and (No. 4) over the said roads or either of them the Company shall reconstruct such arches or such one of such arches as may be specified in the notice given by the council to the Company as girder bridges with in the case of Fairfield Road a clear span of forty feet and in the case of Old Ford Road a span on the northern side of thirty-nine feet and on the southern side of forty feet and in each case a clear headway of sixteen feet and in the reconstruction of the arch

over Old Ford Road the Company shall remove the dwarf lean-to walls on each side thereof and add the site of such walls to the highway : A.D. 1924.

- (4) Upon the completion of the reconstructed bridges for carrying the existing railway over Fairfield Road and Old Ford Road or such one of such bridges and such other works as by the said notice the Company may be required to reconstruct or carry out as aforesaid the council shall pay to the Company within two months after demand a moiety of the cost reasonably incurred by the Company in reconstructing the brick arch bridge over Fairfield Road and one-fourth of the cost reasonably incurred by the Company in reconstructing the brick arch bridge over Old Ford Road and carrying out such other works as aforesaid :
- (5) Nothing contained in this Act or shown on the deposited plans shall authorise the Company to widen the bridge carrying their Liverpool Street to Stratford Railway over Fairfield Road so as to cover over the portion of that road southward of the railway and numbered on the deposited plans 5 in the borough to a greater extent than six feet :
- (6) In executing the works as provided by this section the Company shall not alter the position of any sewer drain pipe main cable apparatus or work belonging to the council otherwise than in accordance with plans sections and specifications to be previously approved by the surveyor of the council or in case of difference between him and the Company by an arbitrator to be appointed as hereinafter provided and shall to the reasonable satisfaction of such surveyor and in accordance with plans sections and specifications to be approved as aforesaid pave flag channel and otherwise complete to the respective widths aforesaid the streets under the said bridges :
- (7) If the council shall lower the roadway under the bridge carrying the Liverpool Street and Stratford Railway over Fairfield Road so as to secure an additional two feet of headway

A.D. 1924.

thereunder the Company shall repay to the council one-half of the reasonable cost incurred by the council in so doing :

- (8) The Company shall on demand pay to the council the reasonable charges incurred by them in connection with the employment by them of any clerk of the works to superintend under the direction of their surveyor any of the works in subsections (3) and (6) of this section mentioned :
- (9) The Company shall not in executing the works by this Act authorised obstruct Old Ford Road at the same time as Fairfield Road but the Company shall proceed with all due expedition after commencement to the completion of the works affecting one of such roads before they obstruct the other and during the progress and until the completion of such works the Company shall make and carry into effect such arrangements for fencing lighting and watching the street which is obstructed and the works in course of execution therein or adjacent thereto as may be reasonably necessary to prevent danger or accident to persons and vehicles :
- (10) The said bridges shall be of a reasonably ornamental character and design and shall so far as reasonably practicable be made and maintained so as to prevent the dripping of water therefrom on any part of the road thereunder and the parapets of such bridges and works shall be carried up to a height not less than six feet above rail level. In constructing the bridges aforesaid the Company shall face the abutments of the said bridges with brindle Staffordshire bricks up to a height of five feet and above that level with white glazed bricks and shall at all times keep the surface of such bricks in good repair to the reasonable satisfaction of the council :
- (11) If any difference shall arise between the council and the Company under this section the same shall be referred to and determined by an engineer to be appointed by the President of the Institution of Civil Engineers on the application of either party after notice in writing to

the other and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference. A.D. 1924.
—

17. For the protection of the mayor aldermen and burgesses of the county borough of West Ham (in this section referred to as “the corporation” and “the county borough” respectively) the following provisions shall have effect unless otherwise agreed in writing between the corporation and the Company (that is to say) :— For protec-
tion of
West Ham
Corporation.

(1) If the Company under the powers conferred upon them by this Act acquire any lands houses or buildings or portions of lands houses or buildings in the county borough and the amount of any general district rate levied in the county borough by the corporation in respect of such lands houses or buildings or portions of lands houses or buildings shall in any year be reduced by reason of such lands houses or buildings or portions of such lands houses or buildings being acquired by the Company for the purposes of this Act the Company shall from time to time on demand make good such deficiency by payment thereof to the corporation until the works or buildings for the purposes or construction of which the lands houses or buildings or portions of lands houses or buildings are acquired shall be completed and liable to be assessed to such rate :

(2) (a) Where any of the works to be executed under or by virtue of this Act shall or may pass under over or by the side of so as to interfere with any river sewer drain pipe watercourse river wall defence or work under the jurisdiction or control of the corporation (in this subsection referred to as “the works of the corporation”) or shall or may in any way affect the sewerage or drainage of the county borough the Company shall not commence such works so far as they pass under over or by the side of the works of the corporation unless they shall have given to the engineer of the corporation at least one month’s previous notice in writing of their intention to commence the same by leaving such notice at

A.D. 1924.
—

his office with a plan and section and other necessary particulars of the proposed construction of the said works so far as they interfere with the works of the corporation and until the said engineer shall have signified his approval of the same unless the said engineer fail to signify such approval or disapproval or other directions within twenty-eight days after delivery or service of the said notice plan section and particulars as aforesaid;

(b) The Company shall comply with and conform to all reasonable directions and regulations of the said engineer in the execution and also the subsequent maintenance of any of the works of the corporation so far as they shall be interfered with by the Company under the powers of this Act and so far as they are on land of the Company and shall provide by new altered or substituted works in such manner as the said engineer may reasonably require for the proper protection of and for preventing injury or impediment (so far as caused by the acts of the Company) to the works of the corporation and shall save harmless the corporation against all expense occasioned by such acts of the Company and all such works of the Company so far as they interfere with any of the works of the corporation shall be done by or under the superintendence and control of the said engineer at the reasonable costs charges and expenses in all respects of the Company and all such costs charges and expenses which the said engineer may properly be put to by reason of the works of the Company whether in the execution of works the examination of plans or designs superintendence or otherwise shall be paid to the corporation by the Company;

(c) When any new altered or substituted works as aforesaid or any work connected therewith shall be completed by or at the costs charges or expenses of the Company under the provisions of this Act the same shall thereafter so far as they are on land of the Company be maintained by the Company to the reasonable

satisfaction of the said engineer and the said works shall be as fully and completely under the direction jurisdiction and control of the corporation as any of the works of the corporation now are or hereafter may be: A.D. 1924.

- (3) The Company shall to the reasonable satisfaction of the engineer of the corporation restore all sewers drains and pipes in the county borough not otherwise by this section dealt with which shall be broken up damaged or disturbed by the Company in the execution of any works by this Act authorised or in the exercise of any of the powers by this Act granted or provide instead other proper and sufficient sewers drains and pipes :
- (4) The bridges by which the Widening and Alteration (No. 3) and Widening and Alteration (No. 4) by this Act authorised will be carried over Pudding Mill Lane Marshgate Lane Warton Road and Carpenters Road in the county borough shall be constructed as iron girder bridges giving an equal headway above the crown of the road throughout the full span between the abutments thereof and not in the form of an arch :
- (5) Notwithstanding anything in this Act contained no bridge to be constructed or widened under the powers of this Act over any of the roads in the county borough shall be of a less span than the width of the roadway including any public footway alongside such roadway at the place where such bridge is constructed or widened and in no case shall the Company in connection with any such bridge encroach on any part of such roadway or footway :
- (6) If the construction of the bridge carrying Widening and Alterations (No. 3) and (No. 4) by this Act authorised over Pudding Mill Lane will necessitate excavation or retaining walls in excess of the excavation or retaining walls which would be required in connection with the alteration of that lane to be made in pursuance of notices already served by the Corporation under the Private Street Works Act 1892 the

A.D. 1924.

Company shall bear and pay the additional cost to which the corporation may be put in carrying out such additional excavation or retaining walls :

- (7) The Company shall from time to time as and when necessary cleanse paint limewash or whiten the undersides and inner walls of the widened or new bridges over or adjoining all public highways in the county borough :
- (8) The Company shall not under the powers of this Act alter or interfere with the roadway over the bridge carrying Angel Lane Stratford over their railway :
- (9) If it be found necessary in connection with the works by this Act authorised to encroach upon the highway of Station Street or of Martin Street respectively numbered on the deposited plans 35 and 45 in the county borough so as to reduce the width of the highway the Company shall at their own expense widen the said highway so that the same shall not be less than the width thereof before such encroachment and shall make up the street where so widened so as to conform in all respects to the same standard as the remainder of such street :
- (10) Before closing the portions of Station Street and Martin Street aforesaid which the Company are by this Act authorised to stop up they shall give twenty-eight days' notice to the corporation of such intention and the corporation shall be at liberty at any time before the expiration of such notice to remove (if they so desire) any materials from the surface of such portions of the said streets without making any payment therefor :
- (11) Before executing any works by this Act authorised which may affect any electrical apparatus mains cables or other works of the corporation the Company shall give at least one month's notice in writing to the electrical engineer of the corporation and furnish him with plans of the proposed works so far as they are likely

to affect such electrical works and if the said electrical engineer considers that any protective works are required or that it is necessary that any electrical mains cables or other apparatus should be taken up removed or relaid or that any new or substituted mains cables or apparatus should be laid in consequence of the said works of the Company the Company shall on demand repay to the corporation all expenses incurred by them in connection with such protective works or such removal alteration relaying provision or substitution of mains cables or other electrical apparatus as aforesaid including the expenses incurred by the corporation of superintendence and supervision during the construction of the said works or in watching or otherwise in consequence or arising out of or in any way in connection with the execution by the Company of the works by this Act authorised :

A.D. 1924.

- (12) Any difference or dispute which may arise between the corporation and the company or their respective engineers under this section shall be determined by an arbitrator to be appointed on the application of either party by the President of the Institution of Civil Engineers and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

18. For the protection of the Lee Conservancy Board (in this section referred to as "the board") the following provisions shall notwithstanding anything shown on the deposited plans and sections or contained in this Act apply and have effect unless otherwise agreed in writing between the board and the Company (that is to say) :—

For protection of Lee Conservancy Board.

- (1) The spans of the bridges to be constructed by the Company in connection with the Widenings Nos. (3) and (4) over the River Lee Navigation (Bow River) Pudding Mill River City Mill River Waterworks River and Channelsea River shall be constructed of the same spans as those of the existing bridges and the clear headways of the

A.D. 1924.
—

said bridges shall be so constructed that they are not less than those of the existing bridges :

- (2) Before commencing the construction of any of the bridges in this section mentioned the Company shall submit plans sections and specifications thereof to the board and such plans sections and specifications shall be subject to the reasonable approval of the engineer of the board or in the event of difference of the arbitrator to be appointed as hereinafter provided and the works shall be carried out in accordance with the plans sections and specifications so approved under the superintendence and to the reasonable satisfaction of the engineer of the board whose reasonable charges in respect of such superintendence shall be paid by the Company Provided always that if the board shall for a period of fourteen days after the said plans sections and specifications shall have been submitted to them as aforesaid neglect to approve the same they shall be deemed to have approved thereof and if within the said period the board shall disapprove the said plans sections and specifications the same shall be referred to an arbitrator to be appointed as hereinafter provided who shall be at liberty to modify the same in such manner and to such extent as he may think necessary :
- (3) Any difference which may arise under this section between the board and the Company or their respective engineers shall be referred to an engineer to be appointed on the application of either party by the President of the Institution of Civil Engineers and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

For protec-
tion of
London
Midland and
Scottish
Railway
Company.

19. The following provisions for the protection of the London Midland and Scottish Railway Company (in this section referred to as "the railway company") shall unless otherwise agreed apply and have effect :—

- (1) Notwithstanding anything contained in this Act or shown upon the deposited plans and sections

the Company shall not without the consent in writing of the railway company under their common seal purchase or take any lands or property of the railway company other than the lands coloured red on the plan A signed in duplicate by Ernest Crosbie Trench on behalf of the railway company and by John Miller on behalf of the Company :

A.D. 1924.

- (2) The Company shall before they commence the construction of so much of Widening and Alteration (No. 3) or Widening and Alteration (No. 4) as shall or may be upon the lands or property of the railway company or alongside the same submit for the reasonable approval of the railway company plans sections and particulars of the works proposed to be constructed by the Company :
- (3) Any alterations or reinstatement of the sidings or works of the railway company rendered necessary by the works of the Company authorised by this Act shall be constructed and made by the railway company at the cost of the Company :
- (4) If any difference shall arise under this section between the railway company and the Company such difference shall be settled by an arbitrator to be appointed by the President of the Institution of Civil Engineers on the application of either party and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

20. For the protection of the Metropolitan Water Board (in this section referred to as "the board") the following provisions shall unless otherwise agreed in writing between the board and the Company have effect (that is to say) :—

For protec
tion of
Metropoli-
tan Water
Board.

- (1) The bridges or viaducts for carrying the line or lines of rails in connection with the Widenings and Alterations Nos. 1 to 4 by this Act authorised over any streets in which any mains of the Board are situate shall be so constructed that the abutments thereof shall be carried to

A.D. 1924.

a depth below the surface of the said streets of not less than seven feet :

- (2) Whenever by reason or in consequence of the stopping up of the streets or roads or parts of any of the streets or roads numbered on the deposited plans 9A and 40 in the metropolitan borough of Stepney and 35 and 45 in the county borough of West Ham any apparatus of the board situate in or under such streets or roads so stopped up shall be rendered derelict or unnecessary the Company shall forthwith after such stopping up pay to the board such a sum as may be agreed between the board and the Company or as failing such agreement may be determined by arbitration as hereinafter provided to be the value of :—
- (a) the apparatus situate in and under the street or road so stopped up ; and
- (b) any apparatus of the board connected with the property of the board and used exclusively for the purposes of the supply of water to any premises to which a supply is furnished by means of the apparatus in and under the street or road stopped up :
- (3) In addition to the payment referred to in the last preceding subsection of this section the Company shall pay to the board the reasonable cost of and incidental to the cutting off of any such apparatus as is referred to in the said subsection from any other apparatus of the board and of and incidental to any other works or things rendered necessary or expedient in consequence of any apparatus of the board being rendered derelict or unnecessary by the stopping up of streets or otherwise :
- (4) In constructing the Widening and Alteration No. 2 by this Act authorised in the metropolitan borough of Stepney the Company shall provide and lay a new main of an internal diameter of three inches to connect the existing main in Longnor Road with the existing main in Bradwell Street :

A.D. 1924.

- (5) Before constructing the Widenings and Alterations Nos. 3 and 4 by this Act authorised in the county borough of West Ham the Company shall divert the existing twenty inch main of the board as shown on a plan signed by John Miller on behalf of the Company and by Henry Edward Stilgoe on behalf of the board :
- (6) Every main to be provided or altered by the Company under the foregoing provisions of this section shall include all such apparatus appliances connections and conveniences as may reasonably be required by the board or their engineer for the efficient use and maintenance of such main and its connections to other mains and all mains apparatus appliances connections and conveniences to be so provided shall be of such character and material and shall be laid placed or constructed in such manner at such depth and in such position as shall be reasonably approved or required by and under the supervision and to the reasonable satisfaction of the said engineer :
- (7) The Company shall not under the powers of this Act raise sink or otherwise alter the position of any main pipe work or apparatus of the board (hereinafter in this section included in the expression " apparatus ") in any street or road or alter the level of any street or road so as to leave over any such apparatus a covering of less than three feet or of more than five feet unless in the last mentioned case the Company provide special means of access to the same to the reasonable satisfaction of the engineer of the board :
- (8) Not less than twenty-eight days before commencing any of the works by this Act authorised under over or affecting any street road or place in which any apparatus of the board is situate or any other work under over or within twenty feet of any apparatus of the board or commencing to raise sink or otherwise alter the position of any apparatus of the board the Company shall submit to the board for their approval

A.D. 1924.
—

detailed plans sections and particulars of the proposed works and of all apparatus which it may be necessary to provide in consequence of such works. Provided that if the board shall not within twenty-eight days after the submission to them of the said plans sections and particulars have disapproved thereof or made any requirements with respect thereto to which the Company shall have failed to agree they shall be deemed to have approved the said plans sections and particulars as submitted to them. The works to which the said plans sections and particulars respectively relate shall be executed in strict accordance therewith as approved by the board or as determined by arbitration as hereinafter provided :

- (9) It shall be lawful for the board at any time within twenty-eight days after the submission to them of any such plans sections and particulars as aforesaid to give to the Company notice in writing of their intention themselves to provide and lay or construct the necessary new or substituted apparatus or any part thereof or to make the required alteration of any apparatus of the board and in such case the Company shall not provide lay or construct such new or substituted apparatus or make such alteration of such apparatus but the board may themselves provide and lay or construct such apparatus or carry out such alteration and in that event the Company shall repay to the board the reasonable cost incurred by the board therein or in connection therewith :
- (10) The Company shall afford to the board all reasonable facilities for the purpose of enabling the board to carry out any works specified in such notice. Provided that if for twenty-eight days after any such notice is given to the Company by the board the board neglect to proceed with all practicable diligence to carry out such works the Company may forthwith proceed with the works as if such notice had not been given to them :

A.D. 1924.
—

- (11) The connection between any new or altered main or pipe whether provided or laid by the Company or by the board and any existing main or pipe and any connections between existing mains or pipes of the board which may become necessary by reason or in consequence of the exercise by the Company of any powers conferred upon them by this Act shall be made by the board and the reasonable expense thereof shall be repaid to the board by the Company. Any new or altered main or pipe provided or laid by the Company in substitution for any mains or pipes of the board shall as from the completion of such connection become and be the property of the board and maintainable by them :
- (12) The reasonable expense of all repairs or renewals of any apparatus of the board or any works in connection therewith which may at any time hereafter be rendered necessary by or in consequence of the acts or defaults of the Company their contractors agents workmen or servants or any person in the employ of them or any of them or by reason or in consequence of any subsidence resulting from the works of the Company by this Act authorised shall be borne by the Company :
- (13) Where any new apparatus is under the provisions of this Act provided and laid in substitution for any existing apparatus of the board such existing apparatus shall if taken up by the Company be delivered to the board and proper credit given to the Company by the board therefor but if not taken up shall become and be for all purposes the property of the Company :
- (14) The board may if they think fit employ such watchmen and inspectors as they may reasonably deem necessary to watch and inspect the execution of any works under the powers of this Act so far as they affect any apparatus of the board and the reasonable wages of such watchmen and inspectors shall be borne by the Company :

A.D. 1924.
—

- (15) In executing the works by this Act authorised and in carrying out any removal or alteration of or interference with any apparatus of the board the Company shall not interrupt the continuous supply of water by means thereof and before removing altering or interfering with any such apparatus they shall provide to the reasonable satisfaction of the board proper and sufficient substituted apparatus :
- (16) If any interruption in the supply of water by the board shall without their written authority be in any way occasioned by the execution or failure of any of the works authorised by this Act or required by this section or by reason of any act or omission of the Company or of any of their contractors agents workmen or servants or any person in the employ of them or any or either of them the Company shall pay to the board for the use and benefit of the board by way of liquidated damages the sum of ten pounds for every hour during which such interruption shall continue Provided that the Company shall not be liable to make any such payment in respect of the failure of any work required by this section which shall have been carried out by the board :
- (17) The Company shall make good all damage done by them to any apparatus of the board in the execution of the works by this Act authorised and shall indemnify the board in respect of any actions claims or demands arising out of any interference by the Company with any such apparatus :
- (18) If any difference shall arise under this section (other than a difference as to the construction or meaning of the said section) between the board or their engineer and the Company or their engineer the same shall be referred to and determined by an engineer to be appointed on the application of either party after notice in writing to the other by the President of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply to any such reference.

21. Notwithstanding anything contained in this Act or shown on the deposited plans the following provisions for the protection of Edward Cook and Company Limited (in this section referred to as "the owners") shall unless otherwise agreed in writing between the owners and the Company apply and have effect (that is to say):—

A.D. 1924.

—
For protec-
tion of
Edward
Cook and
Company
Limited.

- (1) The Company shall not enter upon take or use any greater or other part of the lands of the owners numbered on the deposited plans 18 in the metropolitan borough of Poplar and 1 2 and 3 in the county borough of West Ham than the portion thereof coloured blue on the plan (in this section referred to as "the signed plan") signed in duplicate by the Right Honourable the Earl of Kintore the Chairman of the Committee of the House of Lords to whom the Bill for this Act was referred of which plan one copy has been deposited in the Private Bill Office of the House of Commons and the other copy in the Parliament Office of the House of Lords:
- (2) If the Company do not within twelve months from the date of the passing of this Act serve upon the owners a notice to treat for the acquisition of all the rights and interests of the owners in the said lands coloured blue on the signed plan the powers of this Act conferred upon the Company for the compulsory taking of the lands of the owners shall cease:
- (3) Upon the receipt by the owners of such notice to treat the owners shall proceed with due expedition to the re-arrangement of their works upon the remainder of the lands of the owners but the owners shall not be required to give to the Company possession of the said lands coloured blue on the signed plan until the expiration of two years from the date of the service of the notice to treat:
- (4) In determining the amount of the compensation to be made by the Company to the owners in respect of the acquisition under this Act of the property of the owners the arbitrator shall have regard to the provisions of this section.

A.D. 1924.

—
For protec-
tion of East
Riding
County
Council.

22. For the protection of the county council of the administrative county of the east riding of Yorkshire (in this section referred to as "the county council") the following provisions shall unless otherwise agreed in writing between the county council and the Company have effect (that is to say):—

- (1) Notwithstanding anything contained in this Act or shown on the deposited plans the Company shall in connection with the Widening (No. 6) by this Act authorised of the Company's Hull and Selby Railway reconstruct the bridge carrying the Hull-Hessle-Howden-Selby main road over the existing railway so that the bridge carrying the said road over the said railway as widened under the powers of this Act and the approaches to that bridge shall throughout the length thereof be of a clear width between the parapets or fences of not less than twenty-five feet. Provided that if at any time before the Company commence the said reconstruction the county council by notice in writing require the Company to make the reconstructed bridge and approaches of a clear width between the parapets or fences thereof exceeding twenty-five feet but not exceeding fifty feet the Company shall comply with such requirement and in that event the county council shall on demand by the Company at any time after the completion of the said reconstruction pay to the Company the additional cost to which the Company may be put by reason of the construction of the said bridge and approaches of a greater width between the parapets or fences thereof than twenty-five feet:
- (2) The Company shall provide on the said reconstructed bridge and approaches a carriageway of not less than twenty-one feet in width and a footway of not less than four feet in width on one side of such carriageway. Provided that if the county council shall make any such requirement as is referred to in the proviso to subsection (1) of this section the carriageway and footway or footways on the said recon-

structed bridge and approaches shall be of such
respective widths as the county council may
require : A.D. 1924.
—

- (3) The said bridge and the approaches thereto shall be reconstructed and the carriageway and footway thereon shall be formed made up paved channelled kerbed and drained in accordance with plans sections and particulars to be previously submitted to and reasonably approved by the county council and under the supervision (if given) and to the reasonable satisfaction of the county council. Provided that if the county council shall not within one month after the submission to them of such plans sections and particulars as aforesaid intimate in writing to the Company any objection thereto they shall be deemed to have approved thereof and that if within such month the county council shall so intimate any such objection a difference shall be deemed to have arisen between the county council and the Company which shall be determined by arbitration as hereinafter provided :
- (4) The county council shall at their own expense maintain and repair as part of the said main road the carriageway and footway on the said reconstructed bridge and approaches and the Company shall not be subject to any obligation or liability with respect to such maintenance and repair :
- (5) (a) If the Company acquire any of the lands in the urban district of Hessle described in the section of this Act of which the marginal note is " Power to Company to acquire lands " abutting on the main road referred to in subsection (1) of this section they shall forthwith after such acquisition give to the county council notice in writing thereof and if at any time within one year after the receipt of any such notice the county council by notice in writing so require the Company shall forthwith sell and convey to the county council and the county council shall purchase so much of the said lands so abutting on the said main road as

[A.D. 1924.]

shall be requisite for widening that road to such extent as shall be specified in the notice given by the county council but not so as to increase the width of the said road to more than one hundred feet and any lands so acquired by the county council shall be used only for the purpose of widening the said road;

(b) The consideration to be paid by the county council to the Company for the purchase of the said portion of the said lands shall if not agreed be settled by arbitration under the Lands Clauses Acts as amended by the Acquisition of Land (Assessment of Compensation) Act 1919:

(6) If any difference shall arise under the provisions of this section (except subsection (5) thereof) between the county council and the Company such difference shall be referred to and determined by an arbitrator to be appointed on the application of either of the parties in difference (after notice in writing to the other of them) by the President of the Institution of Civil Engineers and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference to arbitration.

Power to
Company
to make
further
works.

23. Subject to the provisions of this Act the Company may make (and in so far as the same are shown on the deposited plans and sections in the lines and in accordance with the levels so shown) the works in this section described with all necessary works and conveniences connected therewith and may exercise the powers hereinafter mentioned and may enter upon take and use the lands delineated on the deposited plans and described in the deposited book of reference relating thereto (that is to say):—

In the county of Middlesex—

The Company may in the urban district of Hendon:—

(i) Stop up and discontinue the footpath leading from Bunn's Lane to Hall Lane between a point in the said footpath 130

yards from Bunn's Lane and the point where that footpath joins the said Hall Lane and divert the same in an easterly direction into the said Hall Lane at a point 44 yards north of the bridge carrying that lane over the Edgware Branch Railway of the Company ;

A.D. 1924.

(ii) Stop up and discontinue so much of the footpath which now crosses the Company's Edgware Branch Railway on the level west of the bridge carrying Dole Street over that branch railway as lies between the south side of Dole Street and the southern boundary of the said branch railway and divert the same along the southern side of the said branch railway to Dole Street.

The Company may in the parish of Edgware and in the urban district of Hendon stop up and discontinue so much of the footpath crossing the Company's Edgware Branch Railway east of Edgware Station as lies between a point on that footpath 130 yards east of Edgware Council School and the footbridge across Dean's Brook north of the said branch railway.

In the county of Hertford—

The Company may in the parishes of Bayford and Brickendon Rural stop up and discontinue so much of the footpath leading from Bayford to Back Lane and crossing the Company's Enfield to Stevenage line as lies between points therein measured along the said footpath respectively 370 yards west and 230 yards east of the said line and section 32 (For protection of Hertfordshire County Council rural district council of Hertford Edward Ernest Pearson and Abel Henry Smith) of the Great Northern Railway Act 1914 is hereby repealed.

In the county of Nottingham—

The Company may in the parish of Sutton-on-Trent stop up and discontinue so much of the road as lies between the east side of the Company's railway and Station Lane.

A.D. 1924.

In the county of Leicester—

The Company may in the parish of Waltham on the Wolds stop up and discontinue the footpath from Goadby Marwood Road to Waltham Road.

In the county of Lincoln (Parts of Lindsey)—

The Company may in the city of Lincoln stop up and discontinue the footpath from Holmes Road to Brayford Wharf East. Provided that the Company shall not stop up or discontinue the said footpath until Railway No. 4 by this Act authorised is completed and open for traffic.

In the county of Lancaster—

The Company may in the city of Manchester construct a footbridge along the line of Wellington Street commencing at the northern termination of the existing footbridge leading from Railway Street to Wellington Street and terminating at the south side of Whitworth Street and may stop up and discontinue so much of Wellington Street as lies between the northern end of the existing footbridge and Whitworth Street.

In the west riding of the county of York—

The Company may in the urban district of Bolton upon Dearne stop up and discontinue so much of the footpath as crosses the Company's Wath Branch Railway on the level at a point 220 yards south-west of the bridge carrying Barnsley Road over the said branch and in substitution therefor may construct a footbridge over the said branch railway at a point 130 yards south-west of the said level crossing.

In the county of Durham—

The Company may in the borough of Stockton on Tees divert the footpath crossing the Company's Stockton and Hartlepool Railway south-east of the bridge carrying that railway over Darlington Lane and may carry the same from a point in the said footpath immediately east of the said railway to a point in Darlington Lane immediately north-east of the said bridge.

24. For the protection of the Hendon Urban District Council (in this section referred to as "the council") the following provisions shall unless otherwise agreed between the Company and the council apply and have effect (that is to say):—

A.D. 1924.
—
For protec-
tion of
Hendon
Urban
District
Council.

- (1) The Company shall not stop up either of the footpaths at Mill Hill Hendon which they are by this Act authorised to stop up until the Edgware Branch Railway of the Company is either widened or worked by electrical traction :
- (2) The Company shall not stop up the portion of the footpath leading from Bunn's Lane to Hall Lane which they are by this Act authorised to stop up until they have at their own expense provided to the reasonable satisfaction of the council by attachment to the existing bridge carrying Hall Lane over the railway near Page Street a footpath not less than five feet in width and shall have completed such footpath and opened the same for pedestrian traffic and such footpath when constructed shall at all times thereafter be maintained by and at the expense of the Company to the reasonable satisfaction of the council :
- (3) From and after the stopping up by this Act authorised of the portion of the footpath which crosses the said railway on the level west of the bridge carrying Dole Street over the railway the Company shall grant free of cost to the council an easement and shall afford all necessary facilities for enabling the council to carry and maintain a sewer under the railway at the point where it is now crossed by the said footpath :
- (4) Any difference which may arise between the Company and the council under the last two preceding subsections shall be settled by an arbitrator to be appointed on the application of either party by the President of the Institution of Civil Engineers and subject thereto the provisions of the Arbitration Act 1889 shall apply to any such arbitration.

A.D. 1924.

For protec-
tion of
Hertford-
shire
County
Council.

25.—(1) Notwithstanding anything contained in the section of this Act whereof the marginal note is “Power to Company to make further works” the Company shall not stop up or discontinue so much of the footpath leading from Bayford to Back Lane in the parishes of Bayford and Brickendon Rural unless and until roads thirty-six feet in width from the existing public road at Bayford to the existing bridge crossing the Company’s railway at a point immediately to the south of the Bayford Station of the Company and from that bridge to the public road at Brickendon Green have been constructed to the reasonable satisfaction of the Hertfordshire County Council.

(2) Before stopping up or discontinuing the portion of the footpath hereinbefore referred to the Company shall repay to the Hertfordshire County Council the sum of two hundred pounds which was paid to the Company by the said county council in pursuance of the provisions of section 32 of the Great Northern Railway Act 1914.

For protec-
tion of
Postmaster-
General.

26. Notwithstanding the stopping up or diversion of the footpath in the parishes of Bayford and Brickendon Rural and in the urban district of Whickham by this Act authorised the Postmaster-General shall continue to have the same powers and rights in regard to any telegraphic line of the Postmaster-General which is upon over along or across the site of the said footpaths respectively as if the same had continued to be footpaths. Provided that if the Company desire to alter any such telegraphic line the provisions of section 7 of the Telegraph Act 1878 shall thereupon apply in all respects as if the Company were “undertakers” within the meaning of that Act.

For protec-
tion of
Manchester
Corporation.

27. Notwithstanding anything contained in this Act the following provisions for the protection and benefit of the lord mayor aldermen and citizens of the city of Manchester (in this section referred to as “the corporation”) shall except so far as may be otherwise agreed in writing between the Company and the corporation under their respective common seals apply and have effect (that is to say):—

(1) In this section the expression “the said foot-bridge” means the foot-bridge authorised by this Act along the line of Wellington Street:

(2) The said foot-bridge shall be constructed— A.D. 1924.

(a) in the position shown on the deposited plans and sections ;

(b) according to a plan section and description previously submitted to and reasonably approved by the corporation and to their reasonable satisfaction ;

(c) so as have a clear width throughout for the use of passengers of not less than twelve feet ;

and after construction shall be maintained by the Company to the reasonable satisfaction of the corporation :

(3) No part of Wellington Street shall be stopped up by the Company until the said foot-bridge has been constructed in accordance with the provisions of this section except so far as such stopping up is necessary for the purpose of constructing the said foot-bridge :

(4) During the construction of the said foot-bridge the Company shall make temporary provision for the passage of pedestrian traffic along Wellington Street to the reasonable satisfaction of the corporation :

(5) All paving materials in that part of Wellington Street which is stopped up under the powers of this Act shall be and remain the property of the corporation who may take up and remove the same at the expense of the Company at any time within three months of the closing of Wellington Street :

(6) Notwithstanding the closing of Wellington Street any sewers and drains (in this section referred to as "sewers") belonging to or under the control of the corporation situate in the said street shall not be diverted disturbed altered or interfered with by the Company and the Company shall provide to the reasonable satisfaction of the corporation means of access to such sewers and shall not build over the same without the consent of the corporation :

A.D. 1924.

- (7) If at any time the corporation shall deem it expedient to lay down along the line of Wellington Street any sewers in substitution for any of the sewers now in that street the expense incurred by the corporation in the provision and laying down of all such substituted sewers so far as it is increased by the exercise of the powers of this Act shall be repaid to them by the Company :
- (8) The Company shall give to the corporation all reasonable facilities required by them for the purpose of maintaining repairing renewing enlarging or laying down sewers in the site of Wellington Street :
- (9) If in the opinion of the corporation any gas electric or hydraulic mains pipes works or apparatus of the corporation in Wellington Street are rendered unnecessary by reason of the exercise of the powers of this Act relating to that street the Company shall pay to the corporation the value thereof and the said mains pipes works and apparatus shall thereupon belong to the Company :
- (10) Upon the closing of any part of Wellington Street any water main of the corporation in the part of that street closed shall thereupon notwithstanding anything contained in this section become the property of the Company who shall pay to the corporation such sum as may be agreed between the corporation and the Company or as failing agreement may be determined by arbitration to be the value thereof to the Company due regard being had to the circumstances that the main is in such a position as to be ready for immediate use If after the acquisition of the main the Company desire it to remain connected to the water supply system of the corporation the Company shall pay to the corporation their reasonable charges for the fixing hire and maintenance of a three-inch meter for registering the water passing into such main :
- (11) Any difference which may arise between the Company and the corporation under this section

shall be settled by arbitration by an engineer appointed (on the application of either party) by the President of the Institution of Civil Engineers and the Arbitration Act 1889 shall apply to any such arbitration. A.D. 1924.

28. Seven days before entering upon breaking up or otherwise interfering with any street or road in connection with the construction of any works under the powers of this Act within the metropolitan police district the Company shall give notice in writing to the Commissioner of Police of the metropolis and make such arrangements with the said Commissioner of Police as may be reasonably necessary so as to cause as little interference with street traffic during the construction of such works as may be reasonably practicable. For protection of Commissioner of Police of metropolis.

29. Subject to the provisions of this Act the Company in addition to the other lands which they are by this Act authorised to acquire may for any purposes connected with or ancillary to their undertaking enter upon take use and appropriate all or any of the lands hereinafter described or referred to and delineated on the deposited plans and described in the deposited book of reference relating thereto and in connection therewith the Company may exercise the powers hereinafter mentioned in accordance (so far as the same are shown thereon) with the lines and levels shown on the deposited plans and sections (that is to say):— Power to Company to acquire lands.

In the county of East Suffolk—

Lands in the urban district of Bungay on the south side of and adjoining Bungay Station and north-east of and adjoining the River Waveney.

In the county of Lincoln (Parts of Lindsey)—

Lands in the urban district of Scunthorpe and Frodingham partly on the south side of and adjoining the Company's Barnsley to Barnetby Railway and partly on the west side of and adjoining the Company's branch therefrom leading to the North Lincolnshire Ironworks and extending from the Trent Junction signal box to a point 90 yards north of the point where the said branch crosses Dawes Lane.

A.D. 1924.

In the east riding of the county of York—

Lands in the urban district of Hessle situate on the north side of and adjoining the Company's Hull and Selby Railway and their Priory Yard sidings between Station Road Hessle and the point where Fleet drain crosses under Hull Road And the Company may :—

(a) Stop up and discontinue Ferry Road between the south side of the bridge carrying that road over the Company's Hull and Selby Railway and a point in that road 80 yards east of Southgate and may divert the said road in a northerly direction from the south side of the said bridge to Southgate;

(b) Stop up and discontinue the road situate between Fleet drain and Ferry Road immediately to the north of the said railway;

(c) Stop up and discontinue Itlings Lane between Church Farm and Itlings;

(d) Culvert the Fleet drain between the northern end of the culvert carrying the said drain under the said railway near Hessle Clough and a point on the said drain 250 yards north thereof and may divert the said drain in a north-easterly direction between a point 190 yards west of Itlings and the point where the said drain crosses under Hull Road;

(e) Stop up and discontinue Victor Grove and so much of Victoria Street as is situate between Victor Grove and a point 40 yards north thereof.

In the county of Durham—

Lands in the urban district of Whickham on the south side of and adjoining the Company's Gateshead Norwood and Blaydon Railway between points respectively 170 yards and 1270 yards south-east of the River Derwent and the Company may divert the existing foot-path along the southern boundary of the said lands.

30. The following provisions for the protection of the urban district council of Hessle (in this section referred to as "the council") shall notwithstanding anything in this Act contained or shown upon the deposited plans and sections apply and have effect unless otherwise agreed in writing between the council and the Company (that is to say) :—

A.D. 1924.
—
For protec-
tion of
Hessle
Urban
District
Council.

- (1) Before stopping up and discontinuing Ferry Road in the urban district of Hessle in pursuance of the power contained in the section of this Act of which the marginal note is "Power to Company to acquire lands" the Company shall construct in a position to be reasonably approved by the council and to their reasonable satisfaction a new road twenty-six feet in width (this width to include a footpath on one side thereof eight feet in width) and provided with proper and sufficient fences at each side thereof from the north side of the bridge carrying Ferry Road over the Company's Hull and Selby Railway to Station Road at a point opposite Southgate and so that the maximum gradient of the said new road shall not exceed one in twenty Provided that if prior to or in connection with the construction of the said new road the Company shall have reconstructed the existing bridge carrying Ferry Road over the said railway so that the same shall have a width of twenty-five feet between the parapets and so that the line of the reconstructed bridge shall be in continuation of the line of the said new road such new road may be constructed of a width of twenty-five feet which width shall include a footpath on one side thereof seven feet in width :
- (2) If at any time after the completion of the said new road the Company shall reconstruct or lengthen the structure of the said bridge carrying Ferry Road over the said railway the same shall be constructed of the same width between the parapets as the width for the time being of the said new road :
- (3) In connection with the culverting of or the carrying out of any other works affecting the

A.D. 1924.
—

Fleet drain the Company shall make proper provision to the reasonable satisfaction of the council for the reinstatement of the communication with the said Fleet drain of all existing sewers sewer penstocks flushing apparatus and other appliances and works of the council adjoining or near to or approached from Ferry Road Florence Avenue Itlings Lane or otherwise within the district of the council which may be affected by the works of the Company and which may lawfully be caused to communicate with the Fleet drain. The Company shall afford proper and sufficient access to the reasonable satisfaction of the council to all such sewers sewer penstocks flushing apparatus and other appliances and works :

- (4) The council shall be entitled to continue in occupation and enjoyment of that portion of the piece of land numbered 8 on the deposited plans in the urban district of Hessle which they at present occupy with proper and sufficient access thereto for all reasonable purposes from Ferry Road until such time as the Company convey to the council without payment an equivalent and equally convenient area of land for the purposes of a highway and general depot :
- (5) At all times after the Company have acquired the lands in the urban district of Hessle shown upon the deposited plans the Company shall afford to the council reasonably sufficient means of access to all dwelling-houses thereon until the same shall be demolished and also to the dwelling-houses lying between Ferry Road and the Hull and Selby Branch of the Company's railway until the same shall be demolished for the purposes of the removal of house refuse :
- (6) The Company shall not raise sink or alter the position of or otherwise interfere with any sewer manhole ventilator or any other sewerage or other work or thing (in this section referred to as the "protected works") belonging to the council situate in or upon the lands in the urban district of Hessle by this Act authorised

to be acquired until they shall have given to the clerk to the council seven clear days' notice in writing of their intention to commence the intended works accompanied by plans sections and other necessary particulars so far as the same will affect any such protected works and such plans sections and particulars shall be subject to the reasonable approval of the council or in the event of difference of the arbitrator to be appointed as hereinafter provided and the works shall be carried out in accordance with the plans sections and particulars so approved under the superintendence (if given) and to the reasonable satisfaction of the council. Provided that if the council shall for a period of twenty-eight days after such plans sections and particulars shall have been submitted to them as aforesaid neglect to approve the same they shall be deemed to have approved thereof :

- (7) If by reason of the exercise of the powers of this Act on or in respect of the said lands the council shall necessarily incur any cost in making good repairing altering or removing any protected works the Company shall repay to the council any such cost reasonably incurred :
- (8) Any difference which may arise between the council and the Company under this section shall be settled by an engineer to be appointed on the application of either party by the President of the Institution of Civil Engineers and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply thereto.

31. Notwithstanding anything in this Act contained or shown upon the deposited plans and sections the following provisions for the protection of the trustees of the Hessle and Anlaby Drainage constituted by the Act 32 George III. cap. 109 (in this section referred to as "the trustees") shall unless otherwise agreed in writing between the Company and the trustees apply and have effect (that is to say) :—

For protec-
tion of
Trustees of
Hessle and
Anlaby
Drainage.

- (1) Before the Company interfere with culvert or divert any portion of the Fleet drain referred to in the section of this Act of which the marginal

A.D. 1924.

note is "Power to Company to acquire lands" they shall submit for the reasonable approval of the trustees plans sections and specifications of the works proposed and shall carry out such works at their own cost and in accordance with the reasonable requirements of the trustees :

- (2) So far as the said Fleet drain shall be culverted by the Company the culvert shall be at such level and of such dimensions as the trustees may reasonably require and shall be provided with a suitable penstock and works at such point as may be reasonably required by the trustees for flushing and cleansing the portions of the said Fleet drain so culverted The Company shall maintain and repair the said culverts penstocks and other works and carry out such works of cleansing as may be necessary for the purpose of maintaining a clear and uninterrupted waterway through the said culverts to the reasonable satisfaction of the trustees :
- (3) So far as the said Fleet drain shall be diverted by the Company the diverted drain shall be of such dimensions and capacity as the trustees shall reasonably require and the trustees may exercise in respect of the diverted drain all such rights and powers as they now have or may exercise in respect of the existing drain between the points marked G and H on the deposited plans The trustees and their servants shall be entitled to reasonable access to the said diverted drain over the lands of the Company for purposes of maintaining repairing renewing and cleansing the same :
- (4) If and when the Company interfere with (a) Hesse Clough in the said drain or (b) the clough situate at the junction of Western drain and the said Fleet drain they shall at their own cost and to the reasonable satisfaction of the trustees reinstate the said cloughs or either of them with all necessary fittings and appurtenances thereto on such site and with such depth and dimensions as may be reason-

ably required by the trustees and shall support maintain and keep in repair the said cloughs and works to the reasonable satisfaction of the trustees for a period of twelve months after such reinstatement :

A.D. 1924.

- (5) In the execution of any of the works by this section required the Company shall not reduce the capacity or efficiency of the drains nor raise the sills or bottom levels thereof above those now existing without the consent of the trustees :
- (6) The trustees and their servants shall be entitled to reasonable access over the lands to be acquired by the Company under the powers of this Act to that portion of the said Fleet drain which shall or may be culverted for the purpose of ascertaining the condition of the culvert and other works and that the same are maintained in a state of good repair with a clear and uninterrupted waterway through the same :
- (7) Any difference between the Company and the trustees arising under this section shall be settled by a single arbitrator to be appointed by the President of the Institution of Civil Engineers and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference.

32. Except so far as may be otherwise agreed in writing between the Company and the lord mayor aldermen and citizens of the city of Kingston-upon-Hull (in this section referred to as "the corporation") the following provisions shall apply and have effect (that is to say) :—

For protection of Kingston-upon-Hull Corporation.

- (1) Not less than six months before stopping up discontinuing or diverting Ferry Road in the urban district of Hessle in the east riding of the county of York the Company shall serve notice upon the corporation of their intention to alter the position of the electric lines and works of the corporation situate in so much of that road as is proposed to be stopped up discontinued or diverted to a suitable position in the new road to be substituted therefor and

A.D. 1924.

section 17 of the Schedule to the Electric Lighting (Clauses) Act 1899 with any necessary modifications and with the substitution of six months for one month in paragraph (a) shall apply to such alteration:

- (2) The said road shall not be closed until the alteration of the electric lines and works of the corporation therein has been effected in accordance with the said section 17 as modified by this section.

For protection of certain electric supply companies.

33. The following provisions for the protection of the County of Durham Electrical Power Distribution Company Limited and the Newcastle-upon-Tyne Electric Supply Company Limited (each of whom is in this section referred to as "the electrical company") shall unless otherwise agreed in writing between the Company and the electrical company be observed and have effect:—

- (1) When diverting the footpath on the lands at Derwenthaugh in the urban district of Whickham in the county of Durham by this Act authorised the Company shall at their own expense and in as expeditious a manner as possible and without causing any avoidable interruption to the supply of electricity and to the reasonable satisfaction of the electrical company divert the cables of the electrical company which at the passing of this Act were laid in the footpath to be diverted to convenient situations in or under the footpath when diverted the Company providing any necessary additional cables and other works and materials of such quality and description as shall be reasonably required by the electrical company:
- (2) If the electrical company so desire and of such desire shall give notice in writing to the Company before the Company commence the works referred to in subsection (1) of this section the electrical company may themselves carry out the diversion of their cables and works and all expenses properly incurred by them in connection therewith (including the cost of any necessary additional cables and works) shall be repaid to them by the Company:

(3) Any dispute or difference which may arise between the Company and the electrical company under this section shall be determined by a single arbitrator to be appointed in default of agreement by the President of the Institution of Electrical Engineers and the provisions of the Arbitration Act 1889 shall apply to any such arbitration. A.D. 1924.

34. The Company shall not under the powers of this Act construct in on over or under any tidal lands or tidal water any work without the previous consent of the Board of Trade to be signified in writing under the hand of one of the secretaries or assistant secretaries of the Board of Trade and then only according to such plan and under such restrictions and regulations as the Board of Trade may approve of in writing under hand as last aforesaid and where any such work may have been constructed the Company shall not at any time alter or extend the same without obtaining previously to making any alteration or extension the like consent or approval. If any work be commenced altered extended or completed contrary to the provisions of this section the Board of Trade may abate and remove the same and restore the site thereof to its former condition at the costs and charges of the Company and the amount of such costs and charges shall be a debt due from the Company to the Crown and shall be recoverable as a Crown debt or summarily. Works below high-water mark not to be constructed without consent of Board of Trade.

35. Subject to the provisions of this Act the South Yorkshire Committee may in the lines shown on the deposited plans and according to the levels shown on the deposited sections make and maintain the new railway hereinafter described with all necessary works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference relating thereto as may be required for that purpose :— Power to South Yorkshire Committee to construct railway.

In the county of Nottingham and in the west riding of the county of York—

A railway (5 furlongs 4 chains in length) in the parish of Styrrup and in the urban district of Tickhill commencing by a junction with the

A.D. 1924.

Firbeck Light Railway authorised by the South Yorkshire Joint Line (Firbeck Light Railway) Order 1916 near Ash Holt Plantation and terminating by a junction with the Railway No. 4 to Harworth Colliery authorised by the North Eastern Railway Act 1914 at a point near Banks Carr Plantation.

Railway to
form part of
South
Yorkshire
Joint
Railways.

36. The railway lastly described shall for the purposes of tolls rates and charges and for all other purposes whatsoever form part of the joint railways as defined in the South Yorkshire Joint Railway Act 1903 and the provisions of that Act shall apply to the said railway and to the Company the London Midland and Scottish Railway Company and the South Yorkshire Committee in respect thereof as fully as if it had been a railway authorised by that Act.

For protec-
tion of West
Riding
County
Council.

37. For the protection of the county council of the west riding of Yorkshire (in this section referred to as "the council") the following provisions shall have effect unless otherwise agreed in writing between the South Yorkshire Committee and the council with regard to the portion in the said west riding of the railway by this Act authorised in the parish of Styrrup and the urban district of Tickhill (in this section referred to as "the railway") :—

- (1) The South Yorkshire Committee shall construct and thereafter maintain at their own expense all culverts or other works for carrying any river drain or watercourse under or alongside the railway and any work connected therewith in accordance with plans sections and particulars previously submitted to and reasonably approved by the council and to their reasonable satisfaction and under their superintendence if after reasonable notice from the South Yorkshire Committee they shall choose to be represented by their drainage officer or other representative. The said works shall be so constructed as to provide for the free and uninterrupted passage at all times through and along the said culverts or other works of the water flowing to or along the said rivers drains or watercourses respectively :

(2) Any difference arising between the South Yorkshire Committee and the council under the provisions of this section shall be referred to and determined by an arbitrator to be appointed on the application of either party (after notice in writing to the other of them) by the President of the Institution of Civil Engineers and subject as aforesaid the provisions of the Arbitration Act 1889 shall apply to any such reference to arbitration. A.D. 1924.

38. The South Yorkshire Committee may in the parish of Harworth in the county of Nottingham divert so much of the footpath from Harworth to Styrrup as lies between its junction with the road from Harworth to Blyth and a point measured along the footpath in a southerly direction 350 yards from that junction and may carry the footpath in an easterly direction from the last mentioned point to a point on the Harworth to Blyth Road 340 yards south of the said junction. Diversion of footpath at Harworth.

39. If the new railways are not completed within the period expiring on the first day of October one thousand nine hundred and twenty-nine then on the expiration of that period the powers by this Act granted to the Company or the South Yorkshire Committee as the case may be for making and completing the same respectively or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed. Period for completion of new railways.

40. If the Company or the South Yorkshire Committee as the case may be fail within the period limited by this Act to complete the new railways and open the same for public traffic they shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railways are completed and opened for public traffic or until the sum received in respect of such penalty amounts to five per centum on the estimated cost of the railway in respect of which such penalty has been incurred. Imposing penalty if new railways not opened within period limited.

The said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854.

A.D. 1924.
—

Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as hereinafter provided.

But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Minister of Transport that the Company or the South Yorkshire Committee as the case may be were prevented from completing or opening the new railways by unforeseen accident or circumstances beyond their control provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application
of penalty.

41. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the new railway in respect of which the penalty has been incurred or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company or the South Yorkshire Committee as the case may be by this Act for the purposes of such new railway and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit.

If no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company or the South Yorkshire Committee as the case may be is insolvent or the new railway in respect of which the penalty has been incurred or any part

thereof has been abandoned be paid or transferred to such receiver or be applied in the discretion of the court as part of the assets of the Company or the South Yorkshire Committee as the case may be for the benefit of the creditors thereof and subject to such application shall be repaid or re-transferred to the Company or the South Yorkshire Committee as the case may be. A.D. 1924.

42. In constructing the railways and works by this Act authorised the Company or the South Yorkshire Committee as the case may be may deviate from the lines of any of the said works shown on the deposited plans thereof to the extent of the limits of deviation marked thereon and may deviate from the levels of the railways shown on the deposited sections thereof in accordance with the provisions of the Railways Clauses Consolidation Act 1845 and may deviate from the levels of any of the said works (other than the railways) shown on the deposited sections thereof to any extent not exceeding five feet upwards or downwards but not so as to increase the rate of inclination of any new or diverted road as shown on the said sections. Power to deviate in construction of works.

43. Subject to the provisions contained in the Railways Clauses Consolidation Act 1845 and in Part I. (relating to the construction of a railway) of the Railways Clauses Act 1863 with reference to the crossing of roads on the level the Company may in the construction of Widening (No. 6) carry the same with a single line whilst the widening shall consist of a single line and afterwards with a double line across and on the level of the public roads numbered on the deposited plans 4 in the parish of Eastrington and 27 in the parish of Bellasize. Power to cross certain roads on level.

44. The Company may make the arches of the bridges for carrying the widenings of railways by this Act authorised over any roads of any heights and spans not less than the heights and spans of the bridges carrying the existing railway over such roads respectively and may make the roadway over the bridges by which any roads will be carried over such widenings of railways of such width between the fences thereof as the Company think fit not being less than the width between the fences of the roadway over the bridges by which such roads are respectively carried over the existing railway. As to bridges where railways are widened.

A.D. 1924.

Power to
stop up
certain
streets and
roads.

45. Subject to the provisions of this Act the Company may stop up and cause to be discontinued as a street or road so much of the streets and roads referred to in the following table as is situate within the limits of deviation shown upon the deposited plans (that is to say) :—

Work.	Area.	Number of Street or Road on Plan.
Widening and Alteration (No. 2)	Metropolitan Borough of Stepney	3
Do.	Do.	9A
Do.	Do.	40
Widening and Alteration (No. 4)	County Borough of West Ham	35
Do.	Do.	45

Power to
divert and
stop up
roads and
footpaths.

46. Subject to the provisions of this Act the Company may divert the roads and footpaths referred to in the following table in the manner shown upon the deposited plans and sections and may stop up and cause to be discontinued as a road or footpath so much of any existing road or footpath as will be rendered unnecessary by the new portion of road or footpath so shown on the said plans (that is to say) :—

Work.	Area.	No. of Road or Footpath on Plan.
Alteration of railway at Hattersley	Parish of Hattersley	2 3 5 6 8 15
Alteration of railway at Thurgoland	Parish of Thurgoland	3
Widening (No. 6)	Parish of Bellasize	22

For protec-
tion of Amos
Booth.

47. Notwithstanding anything in this Act contained or shown upon the deposited plans and sections the following provisions for the protection of Amos Booth and his sequels in estate or other the owner or owners for the time being of the estate known as Court House Farm in the parish of Hattersley (all of whom in this section are included in the expression "the owner")

shall unless otherwise agreed between the owner and the Company have effect (that is to say) :— A.D. 1924.

(1) Before stopping up or causing to be discontinued as a road any portion of the road numbered on the deposited plans 8 in the parish of Hattersley the Company shall construct in a position to be reasonably approved by the owner and to his reasonable satisfaction a new road eighteen feet in width and having a gradient of not more than one in twenty so as to afford proper and sufficient means of communication from Court House Farm to the new road to be constructed by the Company in lieu of the said road numbered 8 and shall thereafter maintain the same to the reasonable satisfaction of the owner :

(2) In lieu of the footpath shown on the deposited plans the Company shall construct a roadway suitable for vehicular traffic twelve feet in width between the points marked H and F on the said plans before stopping up and causing to be discontinued as a road the existing highways between the points H E and F or any part thereof :

(3) In the construction of the works by this Act authorised the Company shall not prejudice or interfere with the water supply and drainage of the said Court House Farm but shall at their own expense restore any pipes or drains which may be interfered with or prejudicially affected by the construction of the said works :

(4) Any difference which may arise between the Company and the owner under this section shall be settled by an arbitrator to be appointed on the application of either party by the President of the Surveyors Institution and subject thereto the provisions of the Arbitration Act 1889 shall apply to such arbitration.

48. Notwithstanding anything contained in section 46 of the Railways Clauses Consolidation Act 1845 the Company shall not be liable to maintain the surface of any road or public highway which shall be carried over the railways or any of them by a bridge or bridges or the immediate approaches thereto except

Repair of roads where level not permanently altered.

A.D. 1924. — so far as the level of such road highway or approaches is permanently altered so as to increase the gradient Provided that nothing in this section shall relieve the Company from any liability which they were under immediately prior to the passing of this Act for the maintenance of the surface of any such road highway or approach.

Under-
pinning of
houses near
works.

49. And whereas in order to avoid in the execution and maintenance of any works authorised by this Act injury to the houses and buildings within one hundred feet of such works it may be necessary to underpin or otherwise strengthen the same Therefore the Company at their own costs and charges may and if required by the owners or lessees of any such house or building shall subject as hereinafter provided underpin or otherwise strengthen the same and the following provisions shall have effect (that is to say) :—

- (1) At least ten days' notice shall unless in case of emergency be given to the owners lessees and occupiers or by the owners or lessees of the house or building so intended or so required to be underpinned or otherwise strengthened :
- (2) Each such notice if given by the Company shall be served in manner prescribed by section 19 of the Lands Clauses Consolidation Act 1845 and if given by the owners or lessees of the premises to be underpinned or strengthened shall be sent to the principal office of the Company :
- (3) If any owner lessee or occupier of any such house or building or the Company as the case may require shall within seven days after the giving of such notice give a counter-notice in writing that he or they as the case may be disputes or dispute the necessity of such underpinning or strengthening the question of the necessity shall be referred to the arbitration of an engineer to be agreed upon or in case of difference appointed at the instance of either party by the Minister of Transport and the Arbitration Act 1889 shall apply to the reference :

- (4) The arbitrator shall forthwith upon the application of either party proceed to inspect such house or building and determine the matter referred to him and in the event of his deciding that such underpinning or strengthening is necessary he may and if so required by such owner lessee or occupier shall prescribe the mode in which the same shall be executed and the Company may and shall proceed forthwith so to underpin or strengthen the said house or building : A.D. 1924.
—
- (5) The Company shall be liable to compensate the owners lessees and occupiers of every such house or building for any loss or damage which may result to them by reason of the exercise of the powers granted by this section :
- (6) If in any case in which any house or building shall have been underpinned or strengthened on the requisition of the Company such underpinning or strengthening shall prove inadequate for the support or protection of the house or building against any further injury arising from the execution or use of the works of the Company then and in every such case unless such underpinning or strengthening shall have been done in pursuance of the requirements of and in the mode prescribed by the arbitrator the Company shall make compensation to the owners lessees and occupiers of such house or building for such injury provided the claim for compensation in respect thereof be made by such owners within twelve months and by such lessees or occupiers within six months from the discovery thereof :
- (7) Nothing in this section contained nor any dealing with any property in pursuance of this section shall relieve the Company from the liability to compensate under section 68 of the Lands Clauses Consolidation Act 1845 or under any other Act :
- (8) Every case of compensation to be ascertained under this section shall subject to the provisions of this Act be ascertained according to the provisions of the Lands Clauses Acts :

A.D. 1924.

(9) Nothing in this section shall repeal or affect the application of section 92 of the Lands Clauses Consolidation Act 1845.

Stopping up
roads and
footpaths
without
providing
substitute.

50. Where this Act authorises the stopping up of a road or footpath or portion thereof without providing a substitute such stopping up shall not take place except where the same is situate upon property of the Company without the consent of the owners lessees and occupiers of the houses and lands on both sides thereof and from and after such stopping up all rights of way over or along the road or footpath or portion authorised to be stopped up shall be extinguished and the Company may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near the railway appropriate and use for the purposes of their undertaking the site of the road or footpath or portion thereof so stopped up :

Provided that the Company shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

Stopping up
roads and
footpaths in
case of
diversion.

51. Where this Act authorises the diversion of a road or footpath or the making of a new road or footpath and the stopping up of an existing road or footpath or portion thereof such stopping up shall not take place until such new road or footpath is completed to the satisfaction of the road authority and is open for public use or in case of difference between the Company and the road authority until two justices shall have certified that the new road or footpath has been completed to their satisfaction and is open for public use.

Before applying to the justices for their certificate the Company shall give to the road authority of the district in which the existing road or footpath is situate seven days' notice in writing of their intention to apply for the same.

As from the completion to the satisfaction of the road authority of the new road or footpath or as from the date of the said certificate as the case may be all

rights of way over or along the existing roads or footpaths or portions authorised to be stopped up shall be extinguished and the Company may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near the railway appropriate and use for the purposes of their undertaking the site of the road or footpath or portion thereof stopped up as far as the same is bounded on both sides by lands of the Company :

A.D. 1924.

Provided that the Company shall make full compensation to all parties interested in respect of any private rights of way extinguished by virtue of this section and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

In this section the expression "the Company" includes the South Yorkshire Committee.

52. Any road or footpath or portion of road or footpath made diverted or altered under the authority of this Act (except the stone iron or other structure carrying any such road or footpath over the railway which structure shall unless otherwise agreed be maintained by and at the expense of the Company) shall when made and completed be maintained by and at the expense of the body or persons liable to maintain roads or footpaths of the same nature and in the same parish and district or borough as the road or footpath or portion of road or footpath in question.

Further provision as to repair of roads and footpaths.

53. Subject to the provisions of this Act all private rights of way over any lands which shall under the powers of this Act be acquired compulsorily shall as from the date of such acquisition be extinguished. Provided that the Company or the South Yorkshire Committee as the case may be shall make full compensation to all parties interested in respect of any such rights and such compensation shall be settled in manner provided by the Lands Clauses Acts with reference to the taking of lands otherwise than by agreement.

As to private rights of way over lands acquired compulsorily.

54. Notwithstanding anything contained in this Act or in any Act wholly or partly incorporated herewith neither the Company nor the South Yorkshire Committee

Power to acquire easements

A.D. 1924.

—
compul-
sarily in
certain
cases.

shall be required to purchase any railway river canal navigation watercourse drain dyke or sewer or any part thereof respectively which may be crossed or interfered with in constructing any of the railways or works authorised by this Act but may acquire such easements and rights in over or under any such railway river canal watercourse drain dyke or sewer as they may require for making maintaining working and using any such railway or work and may give notice to treat in respect of such easements and rights describing the nature thereof and (subject to the foregoing provisions of this section and to the other provisions of this Act) the provisions of the Lands Clauses Acts shall apply to and in respect of the acquisition of such easements and rights as fully as if the same were lands within the meaning of those Acts.

Owners may
be required
to sell
parts only
of certain
properties.

55. And whereas in the construction of the works by this Act authorised or otherwise in the exercise by the Company of the powers of this Act it may happen that portions only of certain properties shown or partly shown on the deposited plans will be sufficient for the purposes of the Company and that such portions or some other portions less than the whole can be severed from the remainder of the said properties without material detriment thereto Therefore the following provisions shall have effect :—

- (1) The owner of and persons interested in any of the properties specified in the First Schedule to this Act and whereof a portion only is required for the purposes of the Company or each or any of them are in this section included in the term "the owner" and the said properties are in this section referred to as "the scheduled properties" :
- (2) If for twenty-one days after the service of notice to treat in respect of a specified portion of any of the scheduled properties the owner shall fail to notify in writing to the Company that he alleges that such portion cannot be severed from the remainder of the property without material detriment thereto he may be required to sell and convey to the Company such portion only without the Company being obliged or compellable to purchase the whole the Company

paying for the portion so taken and making compensation for any damage sustained by the owner by severance or otherwise :

A.D. 1924.

- (3) If within such twenty-one days the owner shall by notice in writing to the Company allege that such portion cannot be so severed the tribunal to whom the question is referred shall in addition to the other questions required to be determined by it determine whether the portion of the scheduled property specified in the notice to treat can be severed from the remainder without material detriment thereto and if not whether any and what other portion less than the whole (but not exceeding the portion over which the Company have compulsorily powers of purchase) can be so severed:
- (4) If the tribunal determine that the portion of the scheduled property specified in the notice to treat or any such other portion as aforesaid can be severed from the remainder without material detriment thereto the owner may be required to sell and convey to the Company the portion which the tribunal shall have determined to be so severable without the Company being obliged or compellable to purchase the whole the Company paying such sum for the portion taken by them including compensation for any damage sustained by the owner by severance or otherwise as shall be awarded by the tribunal:
- (5) If the tribunal determine that the portion of the scheduled property specified in the notice to treat can notwithstanding the allegation of the owner be severed from the remainder without material detriment thereto the tribunal may in its absolute discretion determine and order that the costs charges and expenses incurred by the owner incident to the determination of any matters under this section shall be borne and paid by the owner:
- (6) If the tribunal determine that the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment thereto (and whether

A.D. 1924.

or not they shall determine that any other portion can be so severed) the Company may withdraw their notice to treat and thereupon they shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice :

- (7) If the tribunal determine that the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment thereto but that any such other portion as aforesaid can be so severed the Company in case they shall not withdraw the notice to treat shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice or such portion thereof as the tribunal shall having regard to the circumstances of the case and their final determination think fit.

The provisions of this section shall be in force notwithstanding anything in the Lands Clauses Consolidation Act 1845 contained and nothing contained in or done under this section shall be held as determining or as being or implying an admission that any of the scheduled properties or any part thereof is or is not or but for this section would or would not be subject to the provisions of section 92. of the Lands Clauses Consolidation Act 1845.

The provisions of this section shall be stated in every notice given thereunder to sell and convey any premises.

Period for compulsory purchase of lands.

56. The powers granted by this Act for the compulsory purchase of lands shall cease on the first day of October one thousand nine hundred and twenty-seven.

Power to certain owners to grant easements &c.

57. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company or the South Yorkshire Committee as the case may be any easement right or privilege (not being an easement right or privilege of water in which persons other than the grantors have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the Lands Clauses Acts with respect to lands and rentcharges so far as the same are

applicable in that behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively. A.D. 1924.
—

58. The Company or the South Yorkshire Committee as the case may be and their surveyors officers contractors and workmen may at all reasonable hours in the daytime upon giving in writing for the first time twenty-four hours' and afterwards twelve hours' previous notice enter upon and into the lands and premises by this Act authorised to be taken and used by them respectively for the purpose of surveying and valuing the said lands and premises without being deemed trespassers and without being subject or liable to any fine penalty or punishment on account of entering or continuing upon any part of the said lands and premises. Power to enter upon property for survey and valuation.

59. The tribunal to whom any question of disputed purchase money or compensation under this Act is referred shall if so required by the Company or the South Yorkshire Committee as the case may be award and declare whether a statement in writing of the amount of compensation claimed has been delivered to the Company or the South Yorkshire Committee as the case may be by the claimant giving sufficient particulars and in sufficient time to enable the Company or the South Yorkshire Committee as the case may be to make a proper offer and if the tribunal shall be of opinion that no such statement giving sufficient particulars and in sufficient time shall have been delivered and that the Company or the South Yorkshire Committee as the case may be have been prejudiced thereby the tribunal shall have power to decide whether the claimant's costs or any part thereof shall be borne by the claimant. Provided that it shall be lawful for any judge of the High Court to permit any claimant after seven days' notice to the Company or the South Yorkshire Committee as the case may be to amend the statement in writing of the claim delivered by him to the Company or the South Yorkshire Committee as the case may be in case of discovery of any error or mistake therein or for any other reasonable cause such error mistake or cause to be established to the satisfaction of the judge after hearing the Company or the South Yorkshire Committee as the case may be if they object to the amendment and such Costs of arbitration in certain cases.

A.D. 1924.

amendment shall be subject to such terms enabling the Company or the South Yorkshire Committee as the case may be to investigate the amended claim and to make an offer de novo and as to postponing the hearing of the claim and as to costs of the inquiry and otherwise as to such judge may seem just and proper under all the circumstances of the case. Provided also that this section shall be applicable only in cases where the notice to treat under the Lands Clauses Consolidation Act 1845 either contained or was endorsed with a notice of the effect of this section.

Compensation in case of recently altered buildings.

60. In settling any question of disputed purchase money or compensation for lands acquired by the Company or the South Yorkshire Committee as the case may be under the powers of this Act the tribunal settling the same shall not award any sum of money for or in respect of any improvement or alteration made or any building erected after the first day of November one thousand nine hundred and twenty-three if in the opinion of the tribunal the improvement alteration or building in respect of which the claim is made was made or erected with a view to obtaining or increasing compensation nor in the case of any estate or interest in the lands created after the said date which in the opinion of the tribunal was created with a view to obtaining or increasing compensation shall any sum of money be awarded so as to increase the total amount of compensation which would otherwise have been required to be paid in respect of the acquisition of such lands by the Company or the South Yorkshire Committee as the case may be.

Confirmation of purchase of lands by Company.

61. The Company may hold use and appropriate for the purposes of their undertaking the lands and premises described in the Second Schedule to this Act which have already been acquired by them and the expenditure of money by the Company or by any Company whose undertaking now forms part of the undertaking of the Company in or about the purchase or acquisition thereof or the works executed thereon is hereby sanctioned and confirmed.

Confirmation of purchase of

62. The Metropolitan Committee may hold use and appropriate for the purposes of their undertaking the following lands and premises which have already

been acquired by them and the expenditure of money by the Metropolitan Committee in or about the purchase or acquisition thereof or the works executed thereon is hereby sanctioned and confirmed (that is to say) :—

A.D. 1924.
—
lands by
Metro-
politan
Committee.

In the county of Middlesex—

Lands in the parish of Pinner on both sides of and adjoining the Metropolitan Committee's Railway at Pinner Station.

Lands in the urban district of Harrow-on-the-Hill between the Metropolitan Committee's Railway from Harrow to Verney Junction and Nos. 37 to 45 Lowlands Road.

In the county of Hertford—

Lands in the parish of Rickmansworth Rural on the north side of and adjoining the Metropolitan Committee's Railway from Harrow to Verney Junction north of and adjoining the roadway leading to Moor Farm.

63. The Norfolk Committee may hold use and appropriate for the purposes of their undertaking the following lands and premises which have already been acquired by them and the expenditure of money by the Norfolk Committee in or about the purchase or acquisition thereof or the works executed thereon is hereby sanctioned and confirmed (that is to say) :—

Confirma-
tion of
purchase of
lands by
Norfolk
Committee.

In the county of East Suffolk—

Lands in the parish of Corton on the east side of the Norfolk Committee's Railway near Corton Station and on the west side of and adjoining Station Road.

64. The Cheshire Committee may hold use and appropriate for the purposes of their undertaking the following lands and premises which have already been acquired by them and the expenditure of money by the Cheshire Committee in or about the purchase or acquisition thereof or the works executed thereon is hereby sanctioned and confirmed (that is to say) :—

Confirma-
tion of
purchase of
lands by
Cheshire
Committee.

In the county of Lancaster—

Lands in the urban district of Stretford and the parish of Davyhulme in the rural district of

A.D. 1924.

Barton-upon-Irwell on the south side of and adjoining the Cheshire Committee's Railway between Park Road Stretford and Moss Road Urmston.

As to private street expenses in certain cases.

65.—(1) The Company shall be deemed not to be an owner or occupier for the purposes of section 150 of the Public Health Act 1875 in respect of any land acquired or used by the Company under or in pursuance of the powers or for the purposes of this Act (a) upon which any street as defined by the Public Health Acts and not being a highway repairable by the inhabitants at large shall wholly or partially front adjoin or abut and (b) which shall at the time of the laying out of such street be used by the Company solely as a part of their lines of railway or sidings stations or works and shall have no direct communication with such street.

(2) The expenses incurred by any urban or rural authority under the powers of the said section which but for this provision the Company would be liable to pay shall be repaid to the urban or rural authority as the case may be by the owners of the premises fronting adjoining or abutting on the said street other than the Company and in such proportions as shall be settled by the surveyor of the urban or rural authority as the case may be.

(3) In the event of the Company subsequently making a communication with such street they shall notwithstanding such repayment as last aforesaid pay to the urban or rural authority as the case may be the expenses which but for the foregoing provision the Company would in the first instance have been liable to pay.

(4) The urban or rural authority as the case may be shall divide among the owners for the time being other than the Company the amount so paid by the Company to the urban or rural authority as the case may be less the costs and expenses attendant upon such division in such proportion as shall be settled by the said surveyor whose decision shall be final and conclusive.

(5) This section shall not apply to any street existing at the passing of this Act.

(6) In this section the expression "the Company" means and includes in addition to the Company the South Yorkshire Committee the Metropolitan Committee the Norfolk Committee and the Cheshire Committee. A.D. 1924.
—

66. The periods now limited by the Act and the Orders mentioned in the first column of the Third Schedule to this Act for the compulsory purchase of the lands referred to in the second column of that Schedule and authorised to be acquired by the Acts or Orders respectively referred to in the third column of that Schedule are hereby extended until the first day of October one thousand nine hundred and twenty-six but on that date the powers for such compulsory purchase shall cease except so far as such powers shall then have been exercised. Extension of time for compulsory purchase of lands.

67. The periods now limited by the Orders mentioned in the first column of the Fourth Schedule to this Act for the completion of the works described in the second column of that Schedule and authorised by the Acts or Orders respectively mentioned in the third column of that Schedule are hereby extended until the first day of October one thousand nine hundred and twenty-eight and the said Acts and Orders shall be read and construed as if the period limited by this section for the completion of the works had been the period limited by the said Acts and Orders for the completion thereof respectively. Extension of time for completion of works.

68.—(1) The Company may abandon and discontinue so much of the Company's Newmarket Branch Railway authorised by the Newmarket and Chesterford Railway Act 1846 as lies between a point south of and opposite to Charles Street Cambridge and the junction of the said branch railway with the Company's new Newmarket Line and may hold sell or dispose of or apply to the purposes of their undertaking the site and soil of any part of the said railway so abandoned and discontinued. Abandonment of portion of old Newmarket Line.

(2) The Company and the mayor aldermen and burgesses of the borough of Cambridge may enter into and carry into effect agreements with reference to the user and disposal of any part of the site of the said portion of railway so abandoned and discontinued.

A.D. 1924.

(3) For the purpose of giving effect to any such agreement the said Corporation may in addition to any moneys now borrowed by them or which they are now authorised to borrow or which they may be authorised to borrow under the provisions of any Public Act borrow at interest any sum not exceeding six thousand five hundred pounds and any moneys borrowed by the Corporation under this Act and the interest payable thereon shall be respectively charged on the borough fund and borough rate of the borough of Cambridge and shall be repaid within sixty years from the date of borrowing the same and the provisions of Part IX. (Financial Provisions) of the Cambridge Corporation Act 1922 shall so far as applicable extend and apply to and in respect of moneys borrowed by the Corporation under this section as if they had been borrowed under the said Part IX.

(4) Upon such abandonment and discontinuance as aforesaid the Company shall at their expense remove from the said portion of railway any telegraphic line of the Postmaster-General which is carried along the same and substitute for the telegraphic line so removed another telegraphic line in such position on the new Newmarket Line as shall be satisfactory to the Postmaster-General and such substituted line shall for the purposes of the Telegraph Acts 1863 to 1922 be deemed to be a telegraphic line placed by the Postmaster-General under section 6 of the Telegraph Act 1878.

As to offer
of lands to
Portman
Estate.

69. So much of section 63 of the Manchester Sheffield and Lincolnshire Railway (Extension to London &c.) Act 1893 and of section 16 of the Manchester Sheffield and Lincolnshire Railway Act 1895 as requires the Company to offer for sale to the owner of the Portman Estate lands of that estate acquired by the Great Central Railway Company and not required for the purposes of the undertaking of the Company is hereby repealed.

As to rights
of way over
roads and
footpaths.

70.—(1) From and after the passing of this Act no right of way as against the Company shall be acquired by prescription or user over any road or footpath now or hereafter the property of the Company and forming an access or approach to any station or goods yard or any dock or harbour premises of the Company nor shall a dedication to the public of any such road or footpath

be presumed by reason of any user thereof by the public if and so long as the Company maintain in some conspicuous position in such road or footpath a notice stating that the same is a private road or footpath: A.D. 1924.

Provided that no such notice shall be effective for the purposes of this section unless at least one month before it is first exhibited the Company give notice in writing (accompanied by a copy of this section) to the council of the borough or urban or rural district in which the road or footpath to which the notice relates is situate and in addition where it is situate in a rural district to the parish council or chairman of the parish meeting of the parish in which such road or footpath is situate. Provided also that nothing in this section shall prejudice or affect any public right of way in existence prior to the first exhibition of any such notice.

(2) For the purposes of this section the expression "the Company" means and includes in addition to the Company any joint committee now or hereafter incorporated or constituted by Act of Parliament on which the Company may be represented and as regards any roads and footpaths now or hereafter belonging to the Company jointly with any other company or companies means and includes the Company and such other company or companies.

(3) This section shall not extend to Scotland.

71.—(1) The Company shall have power and shall be deemed always to have had power to build and fit up houses shops chambers flats offices or any other similar buildings on any lands which have already been or may hereafter be acquired or held by the Company under the powers of this Act or of any previous Act or on or over any station or railway of the Company or any station or railway which they may hereafter erect or acquire under any such powers and to hold sell demise let or otherwise dispose of the freehold or any other interest of or in any buildings or any part or parts of buildings erected or to be erected on any such lands or over any such station or railway of the Company or on the site thereof and also to sell demise let or otherwise dispose of the right to build on any of the said lands or on or over any such station or railway or upon the sites thereof respectively. Provided that the powers of this

Powers as to building on or over lands.

A.D. 1924.

— section shall not be exercised in relation to any lands held by the Company under wayleave leases.

(2) Every such demise letting or other disposition shall be for such consideration and on such terms and conditions and generally in such manner as the Company shall think fit and in particular any lease or letting may be for any term or number of years whether in possession or reversion and a building lease may reserve for any number of years not exceeding five a peppercorn rent and the Company may enter into execute and do any contract deed act or thing proper for effectuating any such demise letting or other disposition as aforesaid.

(3) Any provision in any public or local Act or in any byelaw or in any order or scheme made under the Housing Acts 1890 to 1923 or the Town Planning Acts 1909 to 1923 or any Act amending the same respectively which exempts a railway or any property of a railway company from any of the provisions of such Act byelaw order or scheme or of any other Act bye-law order or scheme shall not apply to any building built or fitted up by the Company under the powers of this section or to the drainage of or any land used for the purposes of any such building and nothing in this section shall exempt any such building from the provisions of any such Act byelaw order or scheme.

(4) Nothing in this section shall relieve the Company, their successors or assigns from any covenant condition obligation or restriction imposed by any public or local Act or by any deed or otherwise and attaching to the Company in respect of any lands which have already been or may hereafter be acquired by them.

(5) Nothing in this section shall empower the Company to afford a supply of electricity within or for use within any such building as aforesaid.

(6) For the purposes of this section the expression "the Company" means and includes in addition to the Company any company whose undertaking now forms part of the undertaking of the Company and any joint committee now or hereafter incorporated or constituted by Act of Parliament on which the Company may be represented and as regards any lands stations and railways now or hereafter belonging to the Company jointly with any other company or companies means

and includes the Company and such other company or companies. A.D. 1924.

(7) This section shall not extend to Scotland.

72.—(1) Subject to the conditions hereinafter set forth any two justices having jurisdiction in any one of the counties cities or boroughs in which the constables hereinafter mentioned are to act may on the application of the Company appoint all or so many as they think fit of the persons recommended to them for that purpose by the Company to act as constables in on and in the vicinity of the whole of the railways stations works and undertakings in England and Wales now or hereafter belonging or leased to or worked by the Company either solely or jointly with any other company or companies or to or by any joint committee now or hereafter incorporated or constituted by Act of Parliament on which the Company may be represented and the following provisions shall apply to every appointment so made :—

- (A) Every person so appointed shall make oath or declaration in due form of law before any justice having jurisdiction in any one of the counties cities or boroughs in which such person is to act duly to execute the office of a constable ;
- (B) Every constable so appointed and having been sworn or having made declaration as aforesaid shall during the continuance of his appointment have all the powers protection and privileges of a constable in respect of the exercise of his duties and may follow and arrest any person who has committed in on or in the vicinity of such railways stations works or undertakings any offence for which he might have been arrested while in on or in the vicinity of the same Provided that no such powers shall be exercised outside the limits of the premises of the Company except in regard to matters connected with or affecting the Company or their undertaking ;
- (C) Any two justices assembled and acting together or the Company may dismiss from his office or accept the resignation of any constable so appointed and thereupon all powers protection and privileges belonging to such person by virtue of such appointment shall wholly cease

A.D. 1924.

No person so dismissed or resigning shall be capable of being re-appointed except with the consent of the authority by whom he was dismissed;

- (D) The local authorities of any county city or borough shall not be liable for any expense of or be responsible for any acts or defaults of such constables or for anything connected with or consequent upon their appointment and nothing in this Act contained shall restrict or affect the jurisdiction or powers of the respective local authorities of the county city or borough as the case may be or of any police force;
- (E) A constable appointed as aforesaid shall not act as such under the authority of this Act unless he be in uniform or provided with an authority to act as a constable which authority the justice before whom such constable makes oath or declaration as aforesaid is hereby empowered to grant and if the constable be not in uniform he shall show such authority whenever called upon to do so.

(2) Every person who immediately prior to the passing of this Act had been duly appointed to act as a constable employed by the Company in England and Wales shall be deemed to have been duly appointed in pursuance of this section as if his appointment had been made and he were acting thereunder.

(3) The following enactments relating to railway constables are hereby repealed:—

Section 197 of the York and North Midland Railway Act 1836;

Section 22 of the Great Northern Railway and East Lincolnshire Railway Acts Amendment Act 1850;

Section 26 of the North Eastern Railway (Additional Powers) Act 1882;

Section 57 of the Great Northern Railway Act 1899;

Section 50 of the Great Eastern Railway (General Powers) Act 1900;

Section 59 of the Hull Barnsley and West Riding Junction Railway and Dock (South Yorkshire Extension Lines) Act 1902; A.D. 1924.

Section 59 of the Great Central Railway Act 1903;
and

Section 44 of the North Eastern Railway Act 1913.

73.—(1) Any person who shall trespass upon any of the lines of railway or sidings now or hereafter belonging or leased to or worked by the Company solely or in conjunction with any other company or companies or to or by any joint committee now or hereafter incorporated or constituted by Act of Parliament on which the Company may be represented or who shall trespass upon any other railway property belonging leased or worked as aforesaid in dangerous proximity to live electrical apparatus used for or in connection with the working of the railway shall on summary conviction be liable to a penalty not exceeding forty shillings and the provisions of the Railways Clauses Consolidation Act 1845 with respect to the recovery of damages not specially provided for and of penalties and to the determination of any other matter referred to justices shall apply to this enactment. For better prevention of trespass on railway.

(2) No person shall be subject to any penalty under this section unless it shall be proved to the satisfaction of the court before which complaint is laid that public warning has been given to persons not to trespass upon the railway by notices painted on boards or printed on paper and pasted on boards or enamelled on metal or otherwise as the Company or such companies or joint committee may think fit and clearly exhibited and that one or more of such notices has been affixed at the station on that railway and at the public road level crossing (if any) nearest to the spot where such trespass is alleged to have been committed and such warning shall be renewed as often as the same shall be obliterated or destroyed and no penalty shall be recoverable unless such warning is so placed and renewed.

(3) This section shall not extend to Scotland.

74.—(1) Any person who shall unlawfully throw or cause to fall or strike at against into or upon any engine tender carriage or truck used upon or any works or apparatus upon any of the railways now or hereafter Stone throwing on railway.

A.D. 1924. belonging or leased to or worked by the Company solely or in conjunction with any other company or companies or to or by any joint committee now or hereafter incorporated or constituted by Act of Parliament on which the Company may be represented any wood stone or other matter or thing likely to cause damage or injury to persons or property shall on conviction be liable to a penalty not exceeding forty shillings and the provisions of the Railways Clauses Consolidation Act 1845 with respect to the recovery of damages not specially provided for and of penalties and to the determination of any other matter referred to justices shall apply to this enactment.

(2) Where the person charged under this section is a male under the age of fourteen years the court of summary jurisdiction before whom the offender is charged shall on conviction have the same powers as are conferred upon them by subsection (1) (d) of section 10 of the Summary Jurisdiction Act 1879.

(3) This section shall not extend to Scotland.

Substitu-
tion of card
index for
share-
holders'
address
book.

75.—(1) Notwithstanding anything contained in section 10 of the Companies Clauses Consolidation Act 1845 as from time to time applied to the Company the Company may substitute for the shareholders' address book provided under that section a card or other index (of a type to be approved by the auditors of the Company) containing the names and addresses of the several shareholders of the Company and that section in its application to the Company shall be read and have effect accordingly and when such card or other index has been so substituted section 34 of the Regulation of Railways Act 1868 shall cease to apply to the Company Provided that the charge made for a copy of such card or other index shall not exceed the sum of ten pounds.

(2) If the Company act in contravention of section 10 of the Companies Clauses Consolidation Act 1845 as varied by this section they shall be liable for each offence to a penalty not exceeding twenty pounds which shall be recoverable and applied in the same manner as penalties imposed by the Railways Clauses Consolidation Act 1845 are for the time being recoverable and applicable.

76. Notwithstanding anything contained in the Companies Clauses Consolidation Act 1845 or any Act amending the same the directors of the Company may without any further or other authority declare the dividends on the guaranteed stocks of the Company so that the same may be paid half-yearly on the fifteenth day of February and the fifteenth day of August in each year.

A.D. 1924.

—
Dividend on
guaranteed
stocks.

77.—(1) The directors of the Company may fix a date for striking the balances for dividend on the guaranteed preference and ordinary stocks of the Company not being more than thirty-seven days before the day on which the dividend is to be declared and for striking the balances for interest on the debenture stock of the Company on any day not being more than twenty-one days before the day on which such interest is proposed to be paid. Provided that seven days' notice of the date so fixed shall be given by advertisement in a newspaper published in London and in a newspaper published in Edinburgh and the dividend or interest shall be payable to the persons whose names are registered in the books of the Company on the date so fixed.

Power to
strike a
balance for
dividend
and
interest.

(2) No proprietors other than those whose names are registered in the books of the Company on the date so fixed shall be entitled to attend or vote at or be deemed to be on the register of the Company for the purposes of the ordinary meeting of the Company at which the dividend on any such stock is to be declared or any extraordinary meeting held at any time after the balance is struck up to and including the day on which such ordinary meeting is held.

78. The Company may raise by the creation and issue of new stock such additional capital as they shall think necessary not exceeding three million six hundred thousand pounds and the Company may create and issue such new stock either wholly or partially as ordinary stock or wholly or partially as preference stock as they may think fit. Provided that notwithstanding anything contained in the Companies Clauses Act 1863 any such preference stock may bear such rate of dividend as the directors of the Company

Additional
capital.

A.D. 1924. — determine at the time or times of the creation or issue thereof.

New preference stock may rank with original stock.

79. The Company may by the resolution creating or authorising the creation of any new preference stock under the powers of this Act determine that such new preference stock shall form part of and rank *pari passu* with either of the preference stocks in the original capital of the Company but any such new preference stock may bear such rate of dividend as the directors of the Company at the time of the creation or issue thereof determine.

Disposal of new stock.

80. The Company may in issuing any new stock under the powers of this Act dispose of the same at such times to such persons on such terms and conditions and in such manner as the directors of the Company think advantageous to the Company.

Power to cancel unissued stock.

81. If the Company after having created any new stock in respect of such additional capital determine not to issue the whole of the stock created they may cancel the unissued stock and may from time to time thereafter create and issue instead thereof other new stock of an aggregate amount not exceeding the aggregate amount of the stock so cancelled.

Power to borrow.

82. The Company may in respect of the additional capital which they are by this Act authorised to raise borrow on mortgage of their undertaking any sums not exceeding in the whole one million two hundred thousand pounds and of that sum the Company may borrow from time to time any sum or sums not exceeding in the whole one-third part of the amount of the said additional capital which at the time has been actually issued and accepted but no part thereof shall be borrowed until a sum equal to one-half of the stock so issued and accepted has been paid in respect thereof and the Company have proved to the justice who is to certify under section 40 of the Companies Clauses Consolidation Act 1845 before he so certifies that such stock is held by the persons to whom the same was issued or their executors administrators successors or assigns and that the said sum has been *bona fide* paid in respect thereof Upon production to such justice of the books of the Company and of

such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which shall be sufficient evidence thereof. A.D. 1924.

83. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 and section 25 (Debenture stock) of the Scheme of 1922. Debenture stock.

84. Section 26 (Redeemable preference and debenture stock) and section 27 (Redemption fund) of the Scheme of 1922 shall extend and apply to any preference stock and debenture stock which the Company are by this Act or may from time to time be authorised to create or issue. Redeemable preference and debenture stock.

85. All moneys raised by the Company under this Act whether by the issue of stock or by borrowing shall be applied only to purposes to which capital is properly applicable. Application of capital.

86. Nothing in this Act shall prevent the Company from paying such interest on money advanced beyond the amount of calls actually made as is in conformity with the Companies Clauses Consolidation Act 1845 but save as aforesaid no interest or dividend shall be paid out of any capital moneys of the Company. Interest on money advanced beyond calls.

87. The Company may appropriate and apply to all or any of the purposes or objects of this Act being purposes to which capital is properly applicable any of the moneys which they have raised or are authorised to raise and which may not be required for any purpose to which they are by any existing Act made specially applicable. Power to Company to apply funds.

88. The London Midland and Scottish Railway Company and the South Yorkshire Committee respectively may apply to the purposes of this Act in which they are respectively interested and to which capital is properly applicable any sums of money which they have already raised or are authorised to raise by any of their Acts and which are not required for the purposes to which they are by those Acts made specially applicable. Power to other bodies to apply funds.

A.D. 1924.

Deposits for
future Bills
not to be
paid out of
capital.

89. The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any Standing Order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Provision as
to general
Railway
Acts.

90. Except as otherwise expressly provided nothing in this Act contained shall exempt the Company or any other company or committee upon whom any powers are conferred by this Act or their respective railways from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies passed before or after the passing of this Act or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised to be taken by the said companies and committees respectively.

Saving
rights of
Duchy of
Lancaster.

91. Nothing contained in this Act shall extend or operate to authorise the South Yorkshire Committee to take use enter upon or in any manner interfere with any land soil water or hereditaments or any land parcel of any manor or any manorial rights or any other rights of whatsoever description belonging to His Majesty in right of His Duchy of Lancaster without the consent in writing of the chancellor for the time being of the said Duchy first had and obtained (which consent the said chancellor is hereby authorised to give) or take away prejudice or diminish any estate right privilege power or authority vested in or enjoyed or exerciseable by His Majesty His heirs or successors in right of His said Duchy.

Crown
rights.

92. Nothing in this Act affects prejudicially any estate right power privilege or exemption of the Crown and in particular nothing herein contained authorises the Company to take use or in any manner interfere with any tidal land below high water mark of ordinary tides or any land hereditaments subjects or rights of whatsoever description belonging to His Majesty in right of His Crown and under the management of the Commissioners of Woods or of the Board of Trade

respectively without the consent in writing of the Com- A.D. 1924.
missioners of Woods or the Board of Trade as the case
may be on behalf of His Majesty first had and obtained
for that purpose which consent the said Commis-
sioners and Board are hereby respectively authorised
to give.

93. All costs charges and expenses of and incident Costs of
to the preparing for obtaining and passing of this Act Act.
or otherwise in relation thereto shall be paid by the
Company.

A.D. 1924. The SCHEDULES referred to in the foregoing Act.

THE FIRST SCHEDULE.

DESCRIBING PROPERTIES WHEREOF PORTIONS ONLY. MAY BE TAKEN COMPULSORILY.

Area.	No. on Deposited Plans.	Description of Property in Book of Reference.
-------	-------------------------	---

RAILWAY NO. 4.

Parish of Canwick ...	2	Sewage farm and dyke.
Parish of Greetwell ...	8	Cottages outbuildings gardens and premises.

ALTERATION OF RAILWAY AT THURGOLAND.

Parish of Thurgoland	9	Paddock.
----------------------	---	----------

ALTERATION OF RAILWAY AT HATTERSLEY.

Parish of Hattersley ...	9	Garden.
	11	Field barn and sheds.

WIDENING AND ALTERATION (No. 1).

Metropolitan borough of	8	Day nursery and shed.
Bethnal Green.	9	Playground and sheds (Somerford Street School).

WIDENING AND ALTERATION (No. 2).

Metropolitan borough of	14	Yard.
Stepney.	15	Yard and sheds.
	16	Yard.
	17	Yard.
	18	Yard and shed.
	19	Yard.
	20	Yard.
	21	Yard.
	22	Yard.
	23	Yard and shed.
	24	Yard and sheds.
	25	Yard and shed.
	26	Yard.
	27	Yard and shed.

A.D. 1924.

Area.	No. on Deposited Plans.	Description of Property in Book of Reference.
-------	-------------------------------	--

WIDENING AND ALTERATION (No. 3).

Metropolitan borough of Poplar.	3	Carpenter's shops.
	4	Carpenter's shop.
	16	Land and wharf.
	18	Factories and stores.
County borough of West Ham.	1	Factories and stores.
	2	Factory premises.
	3	Factory premises and sheds.
	5	Factory offices and premises.
	6	Factory.
	7	Yard.
	8	Factory and premises.
	9	Factories and yard.
	10	Yard and siding.
	13	Rope walks works land and pre- mises.

WIDENING AND ALTERATION (No. 4).

Metropolitan borough of Poplar.	8	Dwelling-house garden and pre- mises.
County borough of West Ham.	13	Rope walks works land and pre- mises.
	16	Boiling houses cooperage engine sheds and land.
	20	Factory garage yard and wharf.

WIDENING (No. 6).

Parish of Gilberdike ...	4	Field and road.
	5	Land bungalow and sheds.
	32	Field.
Parish of Blacktoft ...	3	Land and sidings.
	10	Field.

ADDITIONAL LANDS AT HESSLE.

CULVERTING AND DIVERSION OF DRAIN AT HESSLE.

Urban district of Hessle	133	Land and potting shed.
	134	Garden and shed.
	135	Garden poultry house and run.
	136	Garden.
	137	Garden and shed.
	138	Garden poultry houses and runs.
	139	Garden poultry houses and runs.
	140	Garden.
	141	Garden piggeries and poultry shed.
	142	Garden.
	188	Garden and shed.
	189	Yard and garden.

A.D. 1924.

THE SECOND SCHEDULE.

DESCRIBING LANDS THE ACQUISITION OF WHICH
IS CONFIRMED.

IN THE COUNTY OF LONDON.

Lands in the metropolitan borough of Stepney under and adjoining the Company's London and Blackwall Railway Bow Extension between Rhodeswell Road and Bow Common Lane.

Lands in the metropolitan borough of Bethnal Green (1) adjoining the western end of No. 1 Parliament Street and (2) between Hare Row and the Company's Cambridge main line.

Lands in the metropolitan borough of Woolwich south of and adjoining the Company's Woolwich Branch and north of and adjoining the Victoria Ale Stores.

IN THE COUNTY OF MIDDLESEX.

Lands in the urban district of Wembley north of the Company's Neasden to Northholt Railway adjoining Wembley Park.

Lands in the urban district of Tottenham adjoining Park Station north of the marshalling sidings.

IN THE COUNTY OF ESSEX.

Lands in the borough of Colchester (1) On the north side of and adjoining the Company's railway for a distance of 1,550 yards west of Colchester North Station (2) on the east side of the Company's Colchester and Clacton-on-Sea Branch north of the bridge carrying Ipswich Road over that branch and (3) on the west side of and adjoining the Company's Colchester and Clacton-on-Sea Branch between points respectively 266 yards and 930 yards south of Hythe Station.

Lands in the borough of Harwich (1) On the north and south sides of and adjoining the Company's Harwich Branch and known as Patricks Cement Works (2) on the west side of and adjoining the said cement works and north of and adjoining Main Road Dovercourt (3) adjoining New Quay and lying between Church Street and Kings Head Street and (4) lying between the Company's Harwich Hotel and Castle Gate Street.

Lands in the urban district of Ilford on the south side of and adjoining the Company's goods yard at Goodmayes Station and west of and adjoining Mayes Brook.

Lands in the parish of Mistley lying between the south side of the Company's Harwich Branch and the disused tramway curve. A.D. 1924.
—

Lands in the urban district of Romford on the north side of and adjoining the Company's railway and goods station at Romford factory.

Lands in the urban district of Leyton on the south side of and adjoining the Company's Temple Mills sidings north of Temple Mills Lane.

Lands in the urban district of Walton-on-the-Naze south of and adjoining the Company's Walton-on-the-Naze Station.

Lands in the parish of Wickham Bishops on the west side of and adjoining the Company's Witham and Maldon Branch north of their Wickham Bishops Station.

Lands in the urban district of Walthamstow on the east side of and adjoining the Company's Walthamstow and Chingford Railway between Wood Street Station and Forest Road.

Lands in the parish of Thorpe-le-Soken between the Company's Walton-on-the-Naze and Clacton-on-Sea Branches at the junction of those branches.

IN THE COUNTY OF HERTFORD.

Lands in the parish of North Mimms on both sides of and adjoining the Company's main line from London to York north of Marshmoor Bridge.

Lands in the urban district of Bishops Stortford (1) On the east side of and adjoining the Company's railway and on the south side of and adjoining Station Road and (2) situate on both sides of the Company's Stort Viaduct and on both sides of and adjoining the River Stort.

Lands in the parish of Westmill on the east side of and adjoining the Company's Buntingford Branch at Westmill Station.

IN THE COUNTY OF CAMBRIDGE.

Lands in the parish of Trumpington on both sides of and adjoining the Company's Cambridge main line north of and adjoining Mill Road.

Lands in the borough of Cambridge on the east side of and adjoining the said main line south of and adjoining Newmarket Road.

Lands in the parish of Impington on the north side of and adjoining the Company's Cambridge and St. Ives Branch south of and adjoining the filter beds.

IN THE COUNTY OF THE ISLE OF ELY.

Lands in the parish of Grunty Fen north of and adjoining Wilburton Station.

A.D. 1924.

Lands in the urban district of Ely on both sides of and adjoining the Company's Ely to Norwich Railway between Shippea Hill Station and Mile End Drain.

IN THE COUNTY OF EAST SUFFOLK.

Lands in the parish of Brantham on the west side of and adjoining the Company's Colchester main line 36 yards north of the occupation road crossing the said railway to March Farm.

Lands in the borough of Beccles adjoining the Company's railway and Station Road.

Lands in the parish of Belton north-east of and adjoining Belton Station.

Lands in the parish of Bentley on the east side of and adjoining the road from East Bergholt to Bentley opposite Little Dodnash Farm.

Lands in the borough of Eye on the north side of and adjoining the Company's goods yard at Eye Station.

Lands in the urban district of Felixstowe and Walton on the east side of and adjoining the Felix Hotel.

Lands in the county borough of Ipswich on the east side of and adjoining the East Suffolk Railway (1) between London Road and Hadleigh Road and (2) on the north side of and adjoining Hadleigh Road.

Lands in the county borough of Ipswich (1) on the east side of and adjoining No. 18 Gippeswyk Road and (2) between and adjoining Ancaster Road and Ipswich Station.

Lands in the borough of Lowestoft (1) known as Colville House lying between Waveney Drive and Lake Lothing (2) on both sides of Kimberley Road at its western end (3) between Waveney Drive and the Company's Beccles to Lowestoft goods lines (4) between the Company's Reedham and Lowestoft Branch and Lake Lothing near Ploughman's Ham (5) known as Harrod's Stores Commercial Road (6) known as No. 10 Commercial Road and (7) on the north side of and adjoining the Company's Reedham to Lowestoft Branch 200 yards west of Oulton Broad Station.

Lands in the parish of Stow Upland on the south-west side of and adjoining the Company's goods yard at Stowmarket Station.

Lands in the urban district of Saxmundham on the north side of and adjoining Albion Street and west of and adjoining Saxmundham Station.

Lands in the parish of Aldringham with Thorpe on the west side of and adjoining the Company's Aldeburgh Branch and south of and adjoining Thorpe crossing.

Lands in the urban district of Woodbridge (1) on the west side of and adjoining the Company's East Suffolk Railway at Woodbridge Station and (2) on the east side of and adjoining the said railway north of and adjoining Jetty Lane level crossing. A.D. 1924.
—

IN THE COUNTY OF NORTHAMPTON.

Lands in the parish of Woodford-cum-Membris on both sides of and adjoining the Company's railway from Sheffield to London and known as Manor House Farm and extending northwards from Woodford and Hinton Station for a distance of 1700 yards.

IN THE COUNTY OF NOTTINGHAM.

Lands in the parish of Gamston on the west side of and adjoining the Company's main line from London to York between points respectively 267 yards and 615 yards south of the Gamston signal box.

Lands in the parish of North Muskham on the west side of and adjoining the Company's main line from London to York between the Great North Road and Nelson Lane and between points respectively 447 yards and 615 yards north of that lane.

Lands and premises in the city of Nottingham known as Nos. 5 and 7 Victoria Street.

IN THE COUNTY OF LINCOLN.

Lands in the parish of North Rauceby in the Parts of Kesteven on the south side of the Company's Grantham Sleaford and Boston Railway south-west of Rauceby Station.

Lands in the parish of Keadby in the Parts of Lindsey on the north of and adjoining the South Yorkshire Hotel Trent Side.

Lands in the parish of Saltfleetby Saint Peter in the Parts of Lindsey on the south side of and adjoining the Company's railway at Saltfleetby Station.

IN THE COUNTY OF NORFOLK.

Lands in the parish of Heacham on the east side of and adjoining Heacham Station.

Lands in the urban district of New Hunstanton (1) on the west side of and adjoining the Company's Hunstanton Branch opposite the gasworks and (2) on the west side of and adjoining Beach Terrace Road opposite the Company's Sandringham Hotel.

Lands in the parish of West Walton on the north-west side of and adjoining Smeeth Road Station.

Lands in the parish of Wymondham on the north-east side of and adjoining the Company's Wymondham and Wells Branch north of Lady's Lane.

A.D. 1924. IN THE WEST RIDING OF THE COUNTY OF YORK.

Lands in the urban district of Rawmarsh on the north-west side of and adjoining the Aldwarke main sidings on the Company's railway from Tinsley to Mexborough.

Lands in the borough of Rotherham situate on the south side of and adjoining the Company's Tinsley to Mexborough Railway between points respectively 176 yards and 210 yards west of the bridge carrying Rawmarsh Road over the said railway.

Lands in the city of Sheffield bounded by Spitalfields Stanley Street Johnson Street and Stanley Lane.

Lands in the parish of Kirk Hammerton situate on the north side of and adjoining Cattal Station and on the east side of and adjoining Cattal Street.

Lands in the urban district of Selby known as No. 18 Westbourne Road.

Lands in the city of Leeds known as No. 2 Park Mount Kirkstall.

Lands in the city of Bradford on the east side of and adjoining the Company's City Road Branch and on the south side of and adjoining Woodhead Road.

IN THE EAST RIDING OF THE COUNTY OF YORK.

Lands in the borough of Bridlington known as No. 20 Medina Avenue.

Lands in the urban district of Norton known as No. 17 Sutton Street.

IN THE NORTH RIDING OF THE COUNTY OF YORK.

Lands in the parish of Pickhill with Roxby situate to the east of the vicarage and on the north side of and adjoining Pickhill Road.

IN THE COUNTY OF DURHAM.

Lands in the urban district of Stanley (1) on both sides of and adjoining the Company's Annfield Plain Branch and on both sides of and adjoining Tanfield Road Bridge (2) on the north-west side of and adjoining the said branch 70 yards south-west of Shield Row Tramway and (3) on the north side of and adjoining the Company's Pontop and South Shields Branch between Annfield Plain Junction and Red Row.

Lands in the urban district of Shildon known as No. 2 Shawville Terrace.

Lands in the parish of Chilton known as No. 11 Encombe Terrace.

Lands in the urban district of Brandon and Byshottles on the west side of and adjoining the Company's Team Valley Branch between Browney Colliery Junction signal cabin and a point 280 yards south thereof. A.D. 1924.

IN THE COUNTY OF NORTHUMBERLAND.

Lands in the urban district of Newburn on the south side of and adjoining the Company's Scotswood Newburn and Wylam Railway between Lemington Station and Sugley Church School.

THE THIRD SCHEDULE.

LANDS THE TIME FOR COMPULSORY PURCHASE OF WHICH IS EXTENDED.

Act or Order limiting time for purchase of lands.	Lands.	Act or Order by which lands authorised to be acquired.
Order of Minister of Transport 25th November 1922.	Lands required for purposes of or in connection with Railways Nos. 1 2 and 3.	North Lindsey Light Railways (Extensions) Order 1906.
Order of Minister of Transport 25th November 1922.	Lands required for purposes of or in connection with :— (1) Deviation Railway at Barton-upon-Humber. (2) Diversion of Sluice Lane at South Ferriby.	North Lindsey Light Railways (Amendment) Order 1913.
Order of Minister of Transport 28th December 1922.	Lands required for purposes of or in connection with Railways Nos. 1 and 2 at Toxteth Park.	
Order of Minister of Transport 7th March 1923.	Additional lands at Immingham.	Great Central Railway Act 1910.
Order of Minister of Transport 21st November 1922.	Lands required for purposes of or in connection with :— (1) Brierley Colliery Railway. (2) Widenings Nos. 1 2 and 3 of the Barnsley to Barnetby Railway. (3) Diversion of River Don.	Great Central Railway Act 1912.

A.D. 1924.

Act or Order limiting time for purchase of lands.	Lands.	Act or Order by which lands authorised to be acquired.
Order of Minister of Transport 26th February 1923.	Lands required for purposes of or in connection with Works Nos. 1 2 3 4 and 5.	Great Central Railway (Grimsby Fish Dock) Act 1912.
Order of Minister of Transport 16th January 1923.	<p>Additional land at Chatteris Dock.</p> <p>Lands required for purposes of or in connection with :—</p> <p>(1) Widening and Improvements Nos. 1 and 2 (North Walsham to Cromer).</p> <p>(2) Widening and Improvements Nos. 4 5 6 and 7 (Westerfield (Ipswich) to Felixstowe).</p> <p>(3) Widening and Improvement No. 8 (Ely Dock Junction to Barraway Siding).</p> <p>(4) Widening and Improvement No. 9 (Whittlesford to Sawston Siding).</p> <p>(5) Deviation and Improvement No. 1 (Beccles Swing Bridge).</p> <p>(6) Deviation and Improvement No. 2 (St. Olaves Swing Bridge).</p>	Great Eastern Railway Act 1912.
Order of Minister of Transport 16th January 1923.	<p>Lands required for purposes of or in connection with :—</p> <p>(1) Railway at Chelmsford.</p> <p>(2) Widening at Romford.</p> <p>(3) Line or Lines of Rails No. 2 at Carpenters Road Stratford.</p> <p>(4) Line or Lines of Rails No. 3 at City Mill River Stratford.</p> <p>(5) Line or Lines of Rails No. 4 at Goodmayes.</p> <p>(6) Diversion of footpath at Woodford.</p> <p>Additional lands at :—</p> <p>Moody Street Mile End Bradwell Street Mile End Warton Road and Carpenters Road Stratford Goodmayes (Ilford) Hornchurch Chelmsford Springfield Tolleshunt Knights Bradfield Harwich and Dovercourt Hadleigh Outwell (Norfolk) and Cambridge.</p>	Great Eastern Railway Act 1915.

[14 & 15 GEO. 5.] *London and North-Eastern Railway Act, 1924.* [Ch. liii.]

A.D. 1924.

Act or Order limiting time for purchase of lands.	Lands.	Act or Order by which lands authorised to be acquired.
North Eastern Railway Act 1921.	Lands required for purposes of or in connection with :— (1) Railway No. 3 (Lazenby to Redcar). (2) Railway No. 4 (Northalerton). (3) Widening No. 10 (Sessay to Thirsk). (4) Widening No. 11 (Pilmoor to Sessay).	North Eastern Railway Act 1921.

THE FOURTH SCHEDULE.

WORKS THE TIME FOR COMPLETION OF WHICH IS EXTENDED.

Order limiting time for completion of works.	Work.	Act or Order authorising work and limiting period for completion.
Order of Minister of Transport 25th November 1922.	Railways Nos. 1 2 and 3 -	North Lindsey Light Railways (Extensions) Order 1906.
Order of Minister of Transport 25th November 1922.	Deviation railway at Barton-upon-Humber Diversion of Sluice Lane at South Ferriby.	North Lindsey Light Railways (Amendment) Order 1913.
Order of Minister of Transport 28th December 1922.	Railways Nos. 1 and 2 at Toxteth Park.	Cheshire Lines Act 1903.
Order of Minister of Transport 21st November 1922.	Brierley Colliery Railway - Widenings Nos. 1 2 and 3 of the Barnsley to Barnetby Railway.	Great Central Railway Act 1912.
Order of Minister of Transport 26th February 1923.	Diversion of River Don. Works Nos. 1 2 3 4 and 5 -	Great Central Railway (Grimsby Fish Dock) Act 1912.
Order of Minister of Transport 7th March 1923.	Embankments Nos. 1 and 2 at Immingham.	Humber Commercial Railway and Dock Act 1913.

A.D. 1924.

Order limiting time for completion of works.	Work.	Act or Order authorising work and limiting period for completion.
Order of Minister of Transport 25th April 1922.	Blidworth Colliery Branch	Mansfield Railway, Act 1919.
Order of Minister of Transport 16th January 1923.	Widening, and Improvement No. 5 at Ware.	Great Eastern Railway (General Powers) Act 1897.
Order of Minister of Transport 16th January 1923.	Deviation and Improvement No. 1 (Beccles Swing Bridge). Deviation and Improvement No. 2 (St. Olaves Swing Bridge).	Great Eastern Railway Act 1912.
Order of Minister of Transport 16th January 1923.	Railway at Ipswich	Great Eastern Railway Act 1913.
Order of Minister of Transport 16th January 1923.	Railway at Chelmsford	Great Eastern Railway Act 1915.

Printed by EYRE and SPOTTISWOODE, LTD.,

FOR

WILLIAM RICHARD CODLING, Esq., C.V.O., C.B.E., the King's Printer of
Acts of Parliament

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:
 Adastral House, Kingsway, London, W.C. 2; 28, Abingdon Street, London, S.W. 1;
 York Street, Manchester; 1, St. Andrew's Crescent, Cardiff;
 or 120, George Street, Edinburgh;
 or through any Bookseller.